



# Hongkong Daily Press

DAINTY RIMLESS GLASSES  
Will Please Lady  
AND IMPROVE HER  
EYESIGHT AND APPEARANCE  
N. LAZARUS  
OPHTHALMIC OPTICIAN,  
22, Queen's Road Central, HONGKONG.

No. 19,492. 號二十九百四千九萬一第 日十初月十年庚戌 HONGKONG, FRIDAY, NOVEMBER 19th, 1920. 五拜禮 號九十月一十年九國民華中 PRICE, \$8 PER MONTH.

**INTIMATIONS**  
**JUST LANDED**  
SULLIVAN, POWELL &  
CO., LTD.  
**EGYPTIAN**  
**CIGARETTES**  
SUB ROSA No. 2.  
SOLE AGENTS:  
**CALDBECK,**  
**MACGREGOR &**  
**CO., LTD.**  
15, QUEEN'S ROAD CENTRAL.  
Tel. No. 75.

**CARTRIDGES!**  
**NEWLY ARRIVED.**  
A large consignment of **ELBY'S**  
SPORTING CARTRIDGES, 12, 16,  
and 20 bore, loaded with the Sportsman's  
favorite powders—E. O. and SMOKELESS  
DIAMOND.  
THE HONGKONG SPORTING ARMS  
AND AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Arcade.

**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
**FURNITURE AND PHOTO GOODS**  
STORE.  
GLASS FRAMING, RUBBER AND  
MIRROR MAKING.  
CARTON MAKING IN VARIOUS SIZES.  
Photographic Goods of Every Description  
on Stock.  
BEST LITING PRINTING AND ENGRAVING  
UNDER TAKEN.  
TELEPHONE 1219.

**FRENCH LESSONS**  
G. MOUSSON,  
14, MORRISON HILL ROAD.

**PEAK TRAMWAY CO.,**  
**LIMITED.**  
**TIME TABLE.**  
WEEK DAYS  
7.00 a.m. to 8.00 a.m. every 15 minutes  
8.00 " 9.30 " 10 " 15 "  
9.30 " 11.00 " 15 " 15 "  
11.00 " 12.30 p.m. 15 " 15 "  
12.30 p.m. to 2.30 p.m. 15 " 15 "  
2.30 " 4.00 " 15 " 15 "  
4.00 " 5.30 " 15 " 15 "  
5.30 " 6.00 " 15 " 15 "  
6.00 " 6.30 " 15 " 15 "  
6.30 " 7.00 " 15 " 15 "  
SUNDAY  
7.30 a.m. to 10.30 a.m. every 15 minutes  
10.30 " 11.00 " 15 " 15 "  
11.00 " 12.00 noon 15 " 15 "  
12.00 noon to 1.00 p.m. 15 " 15 "  
1.00 p.m. to 5.30 p.m. 15 " 15 "  
5.30 " 6.00 " 15 " 15 "  
6.00 " 6.30 " 15 " 15 "  
6.30 " 7.00 " 15 " 15 "  
SPECIAL CARS  
Between Car—12 midnight  
Sundays  
7.30 a.m. to 10.30 a.m. every 15 minutes  
10.30 " 11.00 " 15 " 15 "  
11.00 " 12.00 noon 15 " 15 "  
12.00 noon to 1.00 p.m. 15 " 15 "  
1.00 p.m. to 5.30 p.m. 15 " 15 "  
5.30 " 6.00 " 15 " 15 "  
6.00 " 6.30 " 15 " 15 "  
6.30 " 7.00 " 15 " 15 "  
SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
times stated in the Company's time-table,  
but not for special cars can be obtained on  
application at the Company's Office. No  
Season ticket will be issued until payment  
thereof has been made in Bank Notes or  
by Cheque or Compro Order represent-  
ing Bank Notes.

**KOWLOON-CANTON RAILWAY.**  
**TIME TABLE**  
On and after TUESDAY, NOVEMBER 2nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)  
**DOWN TRAINS**  

Stations	No. 4 Local	No. 6 Through Express	No. 7 Local	No. 8 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express
CANTON (at 11.15 a.m.)	7.45	8.15	8.15	8.45	8.45	9.15	9.15	9.45	9.45	10.15
WATERLOO	7.50	8.20	8.20	8.50	8.50	9.20	9.20	9.50	9.50	10.20
WATERLOO	7.55	8.25	8.25	8.55	8.55	9.25	9.25	9.55	9.55	10.25
WATERLOO	8.00	8.30	8.30	9.00	9.00	9.30	9.30	10.00	10.00	10.30
WATERLOO	8.05	8.35	8.35	9.05	9.05	9.35	9.35	10.05	10.05	10.35
WATERLOO	8.10	8.40	8.40	9.10	9.10	9.40	9.40	10.10	10.10	10.40
WATERLOO	8.15	8.45	8.45	9.15	9.15	9.45	9.45	10.15	10.15	10.45
WATERLOO	8.20	8.50	8.50	9.20	9.20	9.50	9.50	10.20	10.20	10.50
WATERLOO	8.25	8.55	8.55	9.25	9.25	9.55	9.55	10.25	10.25	10.55
WATERLOO	8.30	9.00	9.00	9.30	9.30	10.00	10.00	10.30	10.30	11.00
WATERLOO	8.35	9.05	9.05	9.35	9.35	10.05	10.05	10.35	10.35	11.05
WATERLOO	8.40	9.10	9.10	9.40	9.40	10.10	10.10	10.40	10.40	11.10
WATERLOO	8.45	9.15	9.15	9.45	9.45	10.15	10.15	10.45	10.45	11.15
WATERLOO	8.50	9.20	9.20	9.50	9.50	10.20	10.20	10.50	10.50	11.20
WATERLOO	8.55	9.25	9.25	9.55	9.55	10.25	10.25	10.55	10.55	11.25
WATERLOO	9.00	9.30	9.30	10.00	10.00	10.30	10.30	11.00	11.00	11.30
WATERLOO	9.05	9.35	9.35	10.05	10.05	10.35	10.35	11.05	11.05	11.35
WATERLOO	9.10	9.40	9.40	10.10	10.10	10.40	10.40	11.10	11.10	11.40
WATERLOO	9.15	9.45	9.45	10.15	10.15	10.45	10.45	11.15	11.15	11.45
WATERLOO	9.20	9.50	9.50	10.20	10.20	10.50	10.50	11.20	11.20	11.50
WATERLOO	9.25	9.55	9.55	10.25	10.25	10.55	10.55	11.25	11.25	11.55
WATERLOO	9.30	10.00	10.00	10.30	10.30	11.00	11.00	11.30	11.30	12.00
WATERLOO	9.35	10.05	10.05	10.35	10.35	11.05	11.05	11.35	11.35	12.05
WATERLOO	9.40	10.10	10.10	10.40	10.40	11.10	11.10	11.40	11.40	12.10
WATERLOO	9.45	10.15	10.15	10.45	10.45	11.15	11.15	11.45	11.45	12.15
WATERLOO	9.50	10.20	10.20	10.50	10.50	11.20	11.20	11.50	11.50	12.20
WATERLOO	9.55	10.25	10.25	10.55	10.55	11.25	11.25	11.55	11.55	12.25
WATERLOO	10.00	10.30	10.30	11.00	11.00	11.30	11.30	12.00	12.00	12.30
WATERLOO	10.05	10.35	10.35	11.05	11.05	11.35	11.35	12.05	12.05	12.35
WATERLOO	10.10	10.40	10.40	11.10	11.10	11.40	11.40	12.10	12.10	12.40
WATERLOO	10.15	10.45	10.45	11.15	11.15	11.45	11.45	12.15	12.15	12.45
WATERLOO	10.20	10.50	10.50	11.20	11.20	11.50	11.50	12.20	12.20	12.50
WATERLOO	10.25	10.55	10.55	11.25	11.25	11.55	11.55	12.25	12.25	12.55
WATERLOO	10.30	11.00	11.00	11.30	11.30	12.00	12.00	12.30	12.30	13.00
WATERLOO	10.35	11.05	11.05	11.35	11.35	12.05	12.05	12.35	12.35	13.05
WATERLOO	10.40	11.10	11.10	11.40	11.40	12.10	12.10	12.40	12.40	13.10
WATERLOO	10.45	11.15	11.15	11.45	11.45	12.15	12.15	12.45	12.45	13.15
WATERLOO	10.50	11.20	11.20	11.50	11.50	12.20	12.20	12.50	12.50	13.20
WATERLOO	10.55	11.25	11.25	11.55	11.55	12.25	12.25	12.55	12.55	13.25
WATERLOO	11.00	11.30	11.30	12.00	12.00	12.30	12.30	13.00	13.00	13.30
WATERLOO	11.05	11.35	11.35	12.05	12.05	12.35	12.35	13.05	13.05	13.35
WATERLOO	11.10	11.40	11.40	12.10	12.10	12.40	12.40	13.10	13.10	13.40
WATERLOO	11.15	11.45	11.45	12.15	12.15	12.45	12.45	13.15	13.15	13.45
WATERLOO	11.20	11.50	11.50	12.20	12.20	12.50	12.50	13.20	13.20	13.50
WATERLOO	11.25	11.55	11.55	12.25	12.25	12.55	12.55	13.25	13.25	13.55
WATERLOO	11.30	12.00	12.00	12.30	12.30	13.00	13.00	13.30	13.30	14.00
WATERLOO	11.35	12.05	12.05	12.35	12.35	13.05	13.05	13.35	13.35	14.05
WATERLOO	11.40	12.10	12.10	12.40	12.40	13.10	13.10	13.40	13.40	14.10
WATERLOO	11.45	12.15	12.15	12.45	12.45	13.15	13.15	13.45	13.45	14.15
WATERLOO	11.50	12.20	12.20	12.50	12.50	13.20	13.20	13.50	13.50	14.20
WATERLOO	11.55	12.25	12.25	12.55	12.55	13.25	13.25	13.55	13.55	14.25
WATERLOO	12.00	12.30	12.30	13.00	13.00	13.30	13.30	14.00	14.00	14.30
WATERLOO	12.05	12.35	12.35	13.05	13.05	13.35	13.35	14.05	14.05	14.35
WATERLOO	12.10	12.40	12.40	13.10	13.10	13.40	13.40	14.10	14.10	14.40
WATERLOO	12.15	12.45	12.45	13.15	13.15	13.45	13.45	14.15	14.15	14.45
WATERLOO	12.20	12.50	12.50	13.20	13.20	13.50	13.50	14.20	14.20	14.50
WATERLOO	12.25	12.55	12.55	13.25	13.25	13.55	13.55	14.25	14.25	14.55
WATERLOO	12.30	13.00	13.00	13.30	13.30	14.00	14.00	14.30	14.30	15.00
WATERLOO	12.35	13.05	13.05	13.35	13.35	14.05	14.05	14.35	14.35	15.05
WATERLOO	12.40	13.10	13.10	13.40	13.40	14.10	14.10	14.40	14.40	15.10
WATERLOO	12.45	13.15	13.15	13.45	13.45	14.15	14.15	14.45	14.45	15.15
WATERLOO	12.50	13.20	13.20	13.50	13.50	14.20	14.20	14.50	14.50	15.20
WATERLOO	12.55	13.25	13.25	13.55	13.55	14.25	14.25	14.55	14.55	15.25
WATERLOO	13.00	13.30	13.30	14.00	14.00	14.30	14.30	15.00	15.00	15.30
WATERLOO	13.05	13.35	13.35	14.05	14.05	14.35	14.35	15.05	15.05	15.35
WATERLOO	13.10	13.40	13.40	14.10	14.10	14.40	14.40	15.10	15.10	15.40
WATERLOO	13.15	13.45	13.45	14.15	14.15	14.45	14.45	15.15	15.15	15.45
WATERLOO	13.20	13.50	13.50	14.20	14.20	14.50	14.50	15.20	15.20	15.50
WATERLOO	13.25	13.55	13.55	14.25	14.25	14.55	14.55	15.25	15.25	15.55
WATERLOO	13.30	14.00	14.00	14.30	14.30	15.00	15.00	15.30	15.30	16.00
WATERLOO	13.35	14.05	14.05	14.35	14.35	15.05	15.05	15.35	15.35	16.05
WATERLOO	13.40	14.10	14.10	14.40	14.40	15.10	15.10	15.40	15.40	16.10
WATERLOO	13.45	14.15	14.15	14.45	14.45	15.15	15.15	15.45	15.45	16.15
WATERLOO	13.50	14.20	14.20	14.50	14.50	15.20	15.20	15.50	15.50	16.20
WATERLOO	13.55	14.25	14.25	14.55	14.55	15.25	15.25	15.55	15.55	16.25
WATERLOO	14.00	14.30	14.30	15.00	15.00	15.30	15.30	16.00	16.00	16.30
WATERLOO	14.05	14.35	14.35	15.05	15.05	15.35	15.35	16.05	16.05	16.35
WATERLOO	14.10	14.40	14.40	15.10	15.10	15.40	15.40	16.10	16.10	16.40
WATERLOO	14.15	14.45	14.45	15.15	15.15	15.45	15.45	16.15	16.15	16.45
WATERLOO	14.20	14.50	14.50	15.20	15.20	15.50	15.50	16.20	16.20	16.50
WATERLOO	14.25	14.55	14.55	15.25	15.25	15.55	15.55	16.25	16.25	16.55
WATERLOO	14.30	15.00	15.00	15.30	15.30	16.00	16.00	16.30	16.30	17.00
WATERLOO	14.35	15.05	15.05	15.35	15.35	16.05	16.05	16.35	16.35	17.05
WATERLOO	14.40	15.10	15.10	15.40	15.40	16.10	16.10	16.40	16.40	17.10
WATERLOO	14.45	15.15	15.15	15.45	15.45	16.15	16.15	16.45	16.45	17.15
WATERLOO	14.50	15.20	15.20	15.50	15.50	16.20	16.20	16.50	16.50	17.20
WATERLOO	14.55	15.25	15.25	15.55	15.55	16.25	16.25	16.55	16.55	17.25
WATERLOO	15.00	15.30	15.30	16.00	16.00	16.30	16.30	17.00	17.00	17.30
WATERLOO	15.05	15.35	15.35	16.05	16.05	16.35	16.35	17.05	17.05	17.35
WATERLOO	15.10	15.40	15.40	16.10	16.10	16.40	16.40	17.10	17.10	17.40
WATERLOO	15.15	15.45	15.45	16.15	16.15	16.45	16.45	17.15	17.15	17.45
WATERLOO	15.20	15.50	15.50	16.20	16.20	16.50	16.50	17.20	17.20	17.50
WATERLOO	15.25	15.55	15.55	16.25	16.25	16.55	16.55	17.25	17.25	17.55
WATERLOO	15.30	16.00	16.00	16.30	16.30	17.00	17.00	17.30	17.30	18.00
WATERLOO	15.35	16.05								



# THORNYCROFT

JOHN L. THORNYCROFT & CO., LIMITED.  
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15 B.H.P. 30 B.H.P. 50 B.H.P. Engines  
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Manager for China,  
HONGKONG HOTEL.

## "Viyella"

### DRESSING GOWNS

Made of "Viyella" Flannel in smart Tartans and plain colours with contrast collars and cuffs. They are durable, light, yet warm, and attractive—a very necessary combination in the eyes of the fastidious man.

NEW STOCK OF "Clydeella" and "Viyella" PYJAMAS



## MACKINTOSH

& CO., LTD.  
MEN'S WEAR SPECIALISTS.  
18, DES VŒUX ROAD.

TELEPHONE 29.

## BANQUE INDUSTRIELLE DE CHINE.

### FRENCH GOVERNMENT LOAN 6% 1920.

NOMINAL VALUE 100 Francs.

PRICE OF ISSUE 100 Francs.

Interest payable twice a year on 16th June and 16th December.

First instalment due on 16th June, 1921.

SUBSCRIPTIONS WILL BE RECEIVED FROM TO-DAY up to the 25th November, 1920, free of commission and telegram charges, and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

For full details and particulars apply to—

BANQUE INDUSTRIELLE DE CHINE,  
STOCK DEPARTMENTS.

Queen's Buildings,  
6, CHATER ROAD.

HONGKONG.

### THE LEADING BRANDS

## MANILA CIGARS

### EL PALACIO

&

### IMPERIO DEL MUNDO.

SOLE AGENTS.

## THE HONGKONG CIGAR STORE

CO., LTD.,

Telephone No. 151.

HOTEL MANHATTAN.

### NEW 6% FRENCH GOVERNMENT LOAN.

BONDS of £100 each issued at par. Interest payable twice yearly, on June 16th and December 16th.

First coupon due on June 16th, 1921. Applications will be received from October 20th up to November 25th by the—

BUNDO-ASLATIO BANE,

R. RODGERS,

Manager.

Hongkong, October 15th, 1920. 1638

### NEW FRENCH GOVERNMENT LOAN 6%

Not Redeemable

PRICE OF ISSUE 100 FRANCS.

INTEREST payable twice a year on 16th June and 16th December; first semi-annual interest to be paid on 16th June, 1921.

Applications will be received by the BANQUE DE L'INDO-CHINE from the 20th October up to the 25th November next.

BANQUE DE L'INDO-CHINE,

MARSEILLE.

Hongkong, October 14th, 1920. 1639

## THE COLONIAL BUDGET DEBATE.

### CRITICISMS BY UNOFFICIAL MEMBERS AND GOVERNMENT REPLIES.

#### EDUCATION—WIRELESS—HOUSING—PEAK TRAMWAYS—AND OTHER QUESTIONS.

#### MR. POLLOCK AND MOTOR-CAR JOY-RIDING AT THE PEAK.

A meeting of the Legislative Council was held in the Council Chamber, at 2.30 p.m., yesterday. There were present:—

HIS EXCELLENCY THE GOVERNOR (Sir ROYAL EDWARD STUBBS, K.C.M.G.),  
H.E. MAJOR-GENERAL F. VESTRIS, C.B.,  
General Officer Commanding Troops in China.

Hon. Mr. A. G. M. FLETCHER, C.B.E.,  
(Colonial Secretary),  
Hon. Mr. J. H. KEMP, K.C., C.B.E.,  
(Attorney-General),  
Hon. Mr. D. W. TRAYNIM (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G., (Director of Public Works),  
Hon. Mr. E. R. HALLIFAX, C.B.E.,  
(Secretary for Chinese Affairs),  
Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. H. E. POLLOCK,  
Hon. Mr. P. HOBSON HOLYOAK,  
Hon. Mr. E. V. D. PARR,  
Hon. Mr. LAU CHU PAK.

Hon. Mr. HO FOOK,  
Mr. S. B. B. McLEDERY (Clerk of Council).

#### ASSENT.

Hon. Mr. JOHN JOHNSTONE.  
The COLONIAL SECRETARY moved the second reading of the Bill intituled An Ordinance to apply a sum not exceeding fourteen million and eighty-four thousand six hundred and sixty-two dollars to the Public Service of the year 1921.

The COLONIAL TREASURER seconded.

HON. MR. H. E. POLLOCK.  
The Hon. Mr. H. E. POLLOCK, K.C., said:—Sir, As the Senior Unofficial Member on this Council, the duty devolves upon me of offering some general observations on their behalf on the Budget for 1921. I shall also, at the end of such observations, add a few remarks of my own; and my colleagues will doubtless desire also to express their own views on some of the items comprised in the Estimates.

In the first place, we regret to find that in two details, the present Draft Estimates are deficient as compared with those for 1920, namely, first, the absence of an index of subject-matter at the end, and secondly, in the higher Officers in the Chinese Secretariat on page 17 and in other Departments. We hope that these defects will be remedied in the Draft Estimates for 1922.

I will now proceed, on behalf of my colleagues and myself, to deal with the Budget, keeping, so far as possible, for purposes of convenience, to the order in which Your Excellency dealt with them.

As regards the loss on rice, we have hitherto received a preliminary report only, and we are strongly of opinion that a final report ought to have been laid on the table of this Council for information long ere this. We trust that this omission will be remedied as soon as possible. We also trust that this expensive experience will be borne in mind in future and we would ask that, under similar circumstances, assistance will be employed by the Government from beginning to end.

With regard to the fact that over one million dollars short of the Estimates for 1920 were spent upon Public Works Extraordinary, we are disposed to attribute a part of that shortage to inadequacy in numbers in the Public Works staff. We would also earnestly press upon Your Excellency's notice the absolute necessity for the prompt dealing with applications and plans which are sent in to the Public Works Department in regard to new buildings or alterations to buildings, seeing that delay in such matters not only retards development and progress, but entails the tying up of capital.

As regards the proposed increase of Stamp Duties, we trust that ample notice of the details of this proposed measure will be given to the public before it is attempted to pass such measures into law, and that any projected increase of Court fees and fees for Registration of Deeds will be referred to the Law Society for its views.

The Hon. Mr. PARR, with whose remarks we are in accord, will address the Council on the subject of the proposed increase in the fees for use of Government Buoys and for the medical examination of emigrants.

As regards Hawkers' licences, and the proposal to charge for excess water in the Rider Mains districts, the Senior Chinese member has some observations to make with which we are in agreement.

As regards the proposed Kowloon East Ferry service and the proposed Motor Bus services at Kowloon, it is hoped that the necessary strengthening of the roads will be speedily put in hand, so that such improved means of communication may be started as early as possible.

With regard to the anticipated increase of traffic on the Kowloon-Canton Railway, it is our earnest hope that the Canton authorities will, during the coming year, maintain a strong Civil Government, and that the recent lawless epidemic of mili-

tarism and violence will very soon wholly disappear, and that the various armed forces will be disbanded throughout Kwangtung and Kwangsi. We would also, once again, urge the paramount necessity for the speedy completion of the Canton-Hankow Railway, and also for the linking up of the Kowloon-Canton Railway with that Railway.

As regards the Cadet Service, we have no sufficient material before us to judge whether the proposed scheme of payment of Cadets by seniority instead of by posts is desirable or not; and we should like to know what is the nature of the two strict efficiency bars which are referred to in Your Excellency's speech.

Whilst welcoming the increase in the personnel of the Police Force, we regret that there has not been a greater increase in the European section, and we are not satisfied that the proposed number of Europeans in the Police Force is sufficient for the growing needs of the Colony and for the adequate protection of its inhabitants from the criminal classes. We consider, also, that stricter supervision of the Chinese Detective Staff is desirable.

As regards the Prison Department, we are doubtful whether the proposed increase in the Gaoi Staff is sufficient. The slight increase appearing in the Estimates seems inadequate to cope both with the Gaoi proper and with the recently opened establishment at Lai-chikok; more especially as we gather that the chain-gang is to be revived. The establishment of a separate Head for the Prison Department was one of the recommendations of the Law Committee, and we are quite in favour of it; and we would suggest, as a corollary, that the Estimates of the Police and Prison Departments ought to be kept separately from one another in the future.

With regard to the new Gaoi at Ngau Shi Wan (item 73 on page 56) we hope that the most ample room for expansion will be provided, as we consider that the ideal to aim at is to have that Gaoi as the sole Gaoi in the Colony, thereby concentrating the Prison and its staff in one spot and saving expense, and also releasing the central and valuable site of the present Gaoi for other purposes.

As regards the deficiencies in the European Education staff, the Unofficial Members trust that such deficiencies, which are retarding the teaching in our schools, will soon be remedied. We also consider that there are not enough schools in the Colony for the teaching of English.

With reference to the items on page 73, subsidies to schools in New Territories and Subsidies to Elementary Vernacular Schools in Hongkong, £7,200 and \$10,000, respectively, we would make the following remarks:—

For years, Vernacular Education—the want of which has been keenly felt by the working Chinese, who cannot afford to engage private teachers for their children—has received meagre attention and help from the Government, although it forms an important factor in British propaganda work and is the stepping-stone to English education so far as the Chinese population of this Colony is concerned. Without a fairly good grounding in their own language, the value and benefit of English education to Chinese youth cannot be fully realized as they should be so fully familiar with the vernacular education existing in the Colony is supported by the charitably disposed Chinese, who, beyond a small subsidy or a small grant under the grant-in-aid code, receive scarcely any encouragement or help from the Government. The schools which they are maintaining afford shelter for two or three thousand children of the working class, who, had it not been for such schools, would be thrown on the streets to swell the number of juvenile offenders. The present system has no permanent teachers, and those who are running the schools may retire from the field at any time for want of support and encouragement. My Chinese colleagues suggest that the subsidies and grants should be increased, and free scholarships given so as to enable the best pupils to pass on to the Government District schools for a course of English education. When things were cheap and rents low, a grant of 3 or 5 dollars per head might be adequate, but now that everything has gone up in price the old rates ranging from 9 to 12 dollars ought, it is suggested, to be restored.

With regard to the item on page 73 of Building Grants, \$180,000, we should like to be informed how such sum is to be apportioned between the different schools.

We are glad to hear that, at last, a Maternity Wing is to be built on to Victoria Hospital, and also that a Hospital is to be built at Kowloon and a Hospital for Europeans to relieve the pressure on the Government Civil Hospital on this side of the Harbour. We approve of the proposal to have wards in the latter Hospital in which private practitioners can see their own patients, and we hope that private practitioners will be given leave to treat their own patients in the Kowloon Hospital.

As regards the reconstruction of Queen's Statue Wharf, we would urge upon the Government the necessity for the new Wharf containing much greater accommodation for launches than the present one, and also that it should be constructed in a manner worthy of its surroundings.

As regards items 73 and 84 (on page 56) we should like to know whether the Government foresee the necessity for this work (which involves the expenditure of over a lac of dollars) at the time when the land was sold (for reclamation at Lai Chi-pok) and if this (for reclamation at Lai Chi-pok) was foreseen in the earliest price for such land. We think it ought to have been foreseen. As regards item 84 we should also like to know whether the sum of \$60,000 for the construction of the water-bus dock at Lai Chi-kek will complete that work.

Whilst warmly commending the Government (and especially the Acting Colonial Secretary) for the steps which have been taken for the provision of additional housing accommodation at the Peak, the middle levels, and Kowloon, we have the following criticisms and remarks to make, numbered 1 to 9, respectively:—

1.—We trust that the Government will strictly enforce the penalties for non-completion by due date of all houses and flats towards the erection of which the Government has advanced money.

2.—We regret that it has not been found possible in the distribution of the million dollars in loans for persons who are building for their own occupation, as we consider that owner-occupiers are worthy of every encouragement by the Government, and we venture to express the hope that it may be found possible for the Government shortly to set apart (possibly out of the proceeds of sale of the old Post Office site) a sum of dollars to assist persons to build houses of modest type and reasonable cost for their own occupation, provided that proper security is given.

3.—We are disappointed to find no reference in your Budget speech to any negotiations with the Military Authorities for the release of the Military lands on Nathan Road, Kowloon. As has been pointed out more than once, sites on that road which are eminently suitable for residences are being occupied by stables for mules.

4.—We hope that the Government will do everything in its power to expedite the speedy commencement and vigorous prosecution of the Fraya East Reclamation, and that the Military Lands Question has been taken a decided step forward since the matter was debated in this Council on 29th January last, and we earnestly trust that the Military Authorities will continue to co-operate heartily with the Government of this Colony in expediting the procuring for the trade of this Colony, by which we all live, a much needed area for expanding our office and business accommodation.

5.—We will regard the question of whether there is a shortage of houses in the Colony, there are no houses, so far as we are aware, to let for European occupation in any part of the Colony south of Coronation Road, and it is a well-known fact that the Hotels are so full that passengers arriving here by large steamers are frequently compelled to stay on board.

6.—As regards the City Expansion of the Colony, we are very glad to note from indications in Your Excellency's speech that the Military Lands Question has taken a decided step forward since the matter was debated in this Council on 29th January last, and we earnestly trust that the Military Authorities will continue to co-operate heartily with the Government of this Colony in expediting the procuring for the trade of this Colony, by which we all live, a much needed area for expanding our office and business accommodation.

7.—We also trust that the Government will give its assistance to the Kai Tak Reclamation scheme by pressing on with the inauguration of the Kowloon East Ferry Service and the Motor bus service to Kowloon City.

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10.—In connection with Harbour Development, we are glad to extend a welcome to Sir Maurice Macmahon, and we hope that his investigations here may result in important developments of the shipping facilities of this Colony.

11.—As regards commercial wireless, we would ask Your Excellency to appoint a small Committee (which we would suggest should consist of the Colonial Secretary, an Unofficial Member of the Council, and the Commodore or an Officer deputed by him) for the purpose of discussing and reporting on the feasibility of utilizing the Stonecutter's Island installation for commercial messages during certain portions of the 24 hours, whilst paying due regard to the necessities of His Majesty's Service.

12.—As regards our finances generally, we would once again urge that it is not fair to the present Colonists that the entire cost of Public Works of a permanent character should be paid for out of current revenue, and we would advocate that short Loans should be raised for such purposes.

13.—So much, Sir, for the united views of my colleagues and myself on the subject of the Budget.

14.—I am now going to add a few remarks of my own, in which my colleagues do not concur, in regard to one item in the Budget, namely, the proposal to make the motor road from Magazine Gap to Chanaberrin Road.

15.—In the first place, Sir, I venture to question the necessity for this extension because all those who are living in the neighbourhood of Chamberlain Road can easily take the tram down to the lower Tran Station, and from there they are in touch with all the other parts of the Colony which are accessible by motor. One argument which I have heard against this contention of

mine seems to be too paltry for serious consideration, namely, that the motor-owner, whether he goes east or west, will have to spend ten minutes in travelling through the Causeway. Another argument which I have heard used is that it will be much pleasanter to travel from the Peak to the Causeway Bay over the new projected road, entirely on the high levels, instead of starting from below. This argument, though better than the last one, does not, in my opinion, justify the making of an expensive road, while we have in this Colony other urgent public matters requiring not merely the expenditure of revenue but also the services of our none too large Public Works staff.

16.—Next, Sir, I take the objection that this proposed road is not desirable. First, on the ground that it will destroy one of our greatest assets at the Peak, namely, the absolute quiet which we enjoy at night. If, as I understand to be the case, it is proposed to continue this road ultimately on through the Mount Kellet Gap down to Pokfulam Road, we are faced with the possibility of a fine procession of joy-riders at the Peak at all hours of the day and night, and, even if you call a halt at Chanaberrin Road, you cannot prevent anybody who can afford the hire of a car from going up to the Peak on a fine moonlight night, as I presume that the Government does not intend to put up a turn-pike and to issue passes to Peak residents only.

17.—And now I come to my second ground of undesirability which I consider most important, and that is the question of safety of the children living at Magazine Gap and the Peak. The proposed route of the road from Magazine Gap to the Peak, and thence along the Craigatin Road to Craigatin West, and subsequently it has to squeeze its way through the small gap between "Chelwoodale" and "Balgownie," and then to run for some distance along the present road past the Peak Church, which road is the approach to the Peak school for all children going to that school. And the question which I wish to put is this: Why should we wantonly and unnecessarily introduce a new danger for children living at Magazine Gap and the Peak by building such a road?

18.—I notice that tenders are now being invited for the construction of this proposed road, but I venture to hope that Your Excellency, before sanctioning the acceptance of any tender, will carefully seek for the correct answer to these two questions:—

1.—Is such a road really necessary for the purpose of giving to Peak residents access by motor to other parts of the Colony?

2.—Is such a road desirable, having regard to the danger which it will bring to children at Magazine Gap and the Peak, and having regard to the fact that it will destroy the present priceless peace and quiet at the Peak?

MR. LAU CHU PAK.  
The Hon. Mr. LAU CHU PAK said:—Your Excellency, on behalf of my Chinese colleagues and myself, I beg to offer a few observations on certain items in the Estimates. In our opinion, and that of most of those whom we represent, the reduction in the number of hawkers' licences, which is intended to have the Police trouble, will more likely have an opposite effect, inasmuch as in addition to looking out for unlicensed hawkers, they will have to devote more time and attention to watching the movements of the unemployed and the vagrants whose ranks will be swelled by those who fail to obtain licences for hawking as an honest means of earning their livelihood. The Chinese population has in recent years grown enormously and will, so long as political disturbances across the border periodically crop up, continue to grow, so that the number of licences for hawking needs to be increased instead of being reduced. From the Chinese point of view it is more in accordance with righteousness to give a man a few dollars as capital for hawking so as to enable him to gain a decent livelihood than to leave him unemployed and drift into the ranks of vagabonds. I think the objections to hawking would be minimized, if the licences were issued in each district and increased or reduced as they may be in proportion to the number of people residing therein. The licences may also be classified, so that, in the vicinity of markets, licences for selling only commodities other than market produce would be issued. In view of the fact that the Chinese community considers it exceedingly hard on a poor but honest man to be punished for trying to gain a livelihood by honest means, not because he defies the law by refusing to pay for a licence, but because he is denied one when he willingly offers to pay for it, we hope the Government will reconsider its decision from a more sympathetic point of view.

19.—As regards the question of giving licences to hawkers for selling only commodities other than market produce would be issued. In view of the fact that the Chinese community considers it exceedingly hard on a poor but honest man to be punished for trying to gain a livelihood by honest means, not because he defies the law by refusing to pay for a licence, but because he is denied one when he willingly offers to pay for it, we hope the Government will reconsider its decision from a more sympathetic point of view.

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meter system and the Government granted the request on condition that they contributed to the cost of its construction. Practically speaking, it was in the nature of a contract between the Government and the Chinese houseowners. Now, after so many years, in spite of the fact that the Chinese had until recently suffered much hardship from short supplies and that they had been made to spend so much money, they are to be charged for what is essential to good health and cleanliness in their narrow and crowded quarters. Have those who have originated the proposal to charge for excessive use of water in the rider-main districts weighed well every condition, under which the population of these districts live, of whom the working class preponderates, and have they thought out equitable means of dividing the cost of living and to increase unnecessarily the cost of living and to cause endless disputes between owners and tenants between tenants and tenants? The Chinese consider that the proposal, if carried into effect, would constitute a breach of contract on the part of the Government.

**SOCIAL BARRIERS.**  
On this subject, sir, we should like to make a few remarks. British education in this Colony, which has during the past 75 years, steadily branched out all over China, has in an indirect way served as a part of British propaganda work, and, as such, it should have been so conducted as to gain the good will and affection of all those whom it was intended to enlighten and whose cooperation it aimed at procuring in order to further British interests. Perhaps in the opinion of those in whose hands the work has been entrusted it has already been so conducted, but the result, as we have seen and experienced both here and elsewhere in China, is hardly commensurate with the efforts and time expended. At any rate, it has not been so successful as the efforts of other nations who came into the field at a later date. It is true that appreciation of the facilities afforded by the British authorities and missions for gaining a modern education is found wherever British influence prevails, but somehow or other there seems to be a lack of mutual sympathy and support between the British residents and the Chinese. For instance, to-day, as the metropolis of China, where most of the Chinese students educated abroad have gathered since their return, what forcibly strikes a visitor who takes any interest in the subject is that, except those who went there from Hongkong or returned from England, all the returned students have formed themselves into groups working heartily in sympathy with and in support of the country from which they derived their education. The nationals of those countries from which the students came back also mingled freely and fraternally with the students and also with the Chinese merchants who have business dealings with them—a thing that is seldom, if ever, experienced here. Now is it that the Chinese behave so differently? This question we have put to many of our compatriots, and, although the answers were more or less evasive, they all pointed to one factor and that is a want of mutual sympathy and good fellowship between the Chinese and those from whose country they receive their education. Even in this Colony, the centre of British influence and British enlightenment, there exist social barriers between the rulers and the ruled, which give rise to mutual distrust, and this in turn breeds mutual sympathy and understanding. The same condition prevails on the mainland of China, where the two peoples meet more or less every foot. This state of affairs is most regrettable, and we venture to believe that it can be removed by closer intercourse. Now that we have a University among us, we hope that its growth will be nurtured with such care and a liberal spirit as will materially help the ends of British propaganda work.

HON. MR. HOLYOAK.

The Hon. Mr. HOLYOAK—Your Excellency, the various questions raised in connection with the Finance Bill under discussion have been so fully and ably dealt with by my colleague, the Senior Unofficial Member, that it is unnecessary for me to elaborate, or discuss at length, more than one or two points. I am entirely in sympathy with the views of the Senior Unofficial Chinese Member on the subject of hawkers' licences, and cannot help feeling that during the past twelve months the Police prosecutions of juvenile offenders almost took of the nature of persecution and that, if they have not already done so, they are to the development of juvenile criminals, with whom, under present circumstances, we have no adequate method of dealing. With your permission, I would like to deal for the moment, first of all, with the important question of British education in China and in Hongkong, which I deem one of the most vital questions before us to-day. At first you may feel inclined to call me to order in naming China in connection with a debate which is of more direct interest to Hongkong, but in reality the problems are absolutely inseparable, and the interests of both are united and inseparable so far as education is concerned. You will have seen from the report of a very interesting discussion which took place a fortnight ago at the Shanghai Conference of the British members of the Education Committee, which dealt at great length with the whole question of British Education in China and in Hongkong. You will read of the proposals to establish a British University in the North, which it is not proposed in any way to make competitive with our University here. We studied this question sincerely and earnestly, and we are convinced that neither the University in the North, nor the Hongkong University, as it is, can be maintained without a system of secondary education and primary schools provided in different parts of China. I do not think we can solve the two problems; they are also inseparable. It was felt and strongly in Shanghai, and it is my conviction—and I know the conviction of the Chamber of Commerce in Hongkong—is being in this that we must go further than providing elementary education. We must clearly realise that not only the Hongkong University, but the University to be established in Peking should be regarded, not as the ultimate end in view, but as a means to that end. We should pass on students from these Universities for final education in our home universities. I say this because it is a well-known fact in the North that our American friends with their zeal, which we all admire, have established schools and universities with this end in view. Already they are returning students who are becoming an increasing power in the North. I am not here to criticise their methods. I represent to the full British interests, and I contend we cannot fulfil our part, either in China or at home if we do not realise that we have to provide sufficient funds out here to establish and maintain an educational link which will be inseparable from our home universities, so that we will have a succession of British students returning, who will believe that the first engineering works in the world are British, that the finest products are British, and that the finest public schools are British. There is room for competition between us all and we must work, if I may say so, with friendly rivalry and cooperation. It was for this reason, Sir, we welcomed very particularly, as a beginning, the grant to Holy Trinity College, Canton, which we will vote and which is the beginning of such an outline of education as I have emphasised. I am quite certain that the burden is too great for either China or Hongkong and must be supported by imperial grants. Subscriptions will be raised but I am firmly convinced that the Imperial Government will come to our assistance.

You, yourself, Sir, have referred to the fact that the schools here are seriously understaffed and that so far it has been impossible to find suitable candidates to fill the vacancies. We should like to know whether it is not a fact that this is not entirely due to war conditions, but to the fact that the salary offered is not sufficiently conducive to attract suitable candidates. We impress upon you the necessity for filling these vacancies at the earliest moment.

In connection with the Police Department, we have noticed with interest the proposal to establish a training school in connection with the new goal in the Kowloon Reclamation site. We should like to impress upon the Government the importance of training Police officers who can satisfactorily handle the traffic of this place, which is of growing importance. Anyone who has been to the North, in Peking or Shanghai, comparing the system of motor traffic we have in force here with that which obtains even in Peking to-day, will recognise that the system which obtains here is yet in its infancy, and we have much to learn.

We welcome the vote made under the heading of Government House extensions. I myself have previously referred to the condition of Government House in this Council, but owing to war conditions it was not possible then to ask for a vote. We are glad that it is possible now to bring Government House more into conformity with the dignity of the Colony. Personally, I like to see added to your garage a suitable limousine for the conveyance of your guests in a manner worthy of the dignity of the Colony.

I now come to the question of finance in regard to public works. I am well aware that the Colony is free of debt and that for years past great works have been carried out of current revenue. But I do contend, and as you have learnt from the Senior Unofficial Member, we are agreed that necessary works have been held back in the past. The policy is not sound. I suggest for your consideration that large public works which are necessary to the growing development of this Colony—which, in my opinion, is yet to come—we must take large views of the future, in connection with dock developments on the other side of the harbour and the harbour developments which will possibly be recommended by the expert, whom we welcome amongst us to-day. These works must be carried out on the principle of debenture loans, raised locally and redeemable year by year, and possibly by premium loans with which our Chinese friends are well acquainted. By such means development would take place more rapidly than it otherwise would.

I have looked in vain for any reference in the estimates to the wireless station for Hongkong. This subject was also discussed at the conference at Shanghai. It has long been felt by the Chamber of Commerce here that the facilities we have in Hongkong are inadequate, compared with the facilities at Manila and Shanghai, and it is only at our disposal through the courtesy of the Admiralty for any commercial purpose. We have had to rely on occasions upon Manila for current prices of stocks and commodities and we feel we cannot too strongly emphasise the importance of having a wireless station in a Colony like this where shipping is the life-blood. We must have a wireless station which can pass on messages to reach London within a reasonable space of time. We hope, Sir, you will make these representations to the Imperial Government in connection with the Imperial Wireless scheme under consideration.

In conclusion, I would like to refer to the impending retirement of the Director of Public Works, because this is the last occasion of a budget debate at which he will be with us. I do not feel competent myself to refer to the many years of loyal and distinguished service he has rendered to this Colony. Many of the magnificent buildings which impress everyone who lands on these shores, and the roads which are unequalled in any part of the world, are standing testimonies to him. In parting, we would wish him all the happiness and health in the retirement to which he is justly entitled. I also wish to thank the Colonial Secretary and the Secretary for Chinese Affairs, who are going on leave, for their invaluable services to the Colony. The Chamber of Commerce especially in the relations with the Colonial Secretary's Department has appreciated his untiring

efforts, and zeal, often under trying conditions. This Colony is grateful, and we wish to show it by a tribute to their services. We wish them a pleasant voyage and holiday at home. (Applause.)

HON. MR. PARR.

The Hon. Mr. E. V. D. PARR said: Following the remarks of my unofficial colleagues, I think the most striking feature of the Budget is the proposed expenditure, exceeding the estimate for the current year by some \$5,000,000 in spite of the expected decline of some \$3,000,000 in the opium revenue. It has been further proved during the year that what I said at this Council meeting this time last year on the diminishing opium revenue is as true to-day as then. The result of the British Government relinquishing its control of this traffic and handing the revenue, multiplied 100-fold, to the resourceful smuggler, is the additional work put upon the shoulders of the Police Force in their endeavour to deal with this most intricate and profitable traffic. The world has probably never known, which extra expense the long-suffering ratepayer has to pay for, and at the same time, make up the deficit in revenue. Some 17 or 18 years ago, when the incoming Liberal party went to the elections of Great Britain (amongst others) the subject of opium, I recall a conversation with a merchant in this city, who said to me: "Believe me, Mr. Parr, no one will ever prevent the Chinese smoking opium, no more than they will prevent a Britisher drinking beer." A tried and nearly 40 years has proved what that gentleman said to me then, so far, to be correct. The whole question has served as a convenient political "plank," and the state of affairs is a thousand times worse to-day than it was then, as a consequence. So long as China continues to grow the poppy (and we still read of whole districts under its cultivation) and so long as the smuggling of opium appears to be on the increase in China, I shall continue to urge that the only way to combat the smuggling is for the import of the drug to be controlled by the British Government, as necessary.

As a member of the Public Works Committee I can vouch for the fact that a considerable amount of useful work has been done in the privacy of that Committee room since its re-arrangement on the lines proposed by your Excellency last year, and it may be of interest for me to state that in considering the past year's estimates for new roads our aim and object has been to open up new building sites along the routes of the Public Works Department to bear in mind during the year the necessity for encouraging as many contractors as possible to start and carry on business, to keep down the pre-arrangement of prices and help the supply to meet what is expected to be an increasing demand in this respect.

I also agree that the Government bear in mind the expediency of making up deficits by short term loans in local or sterling currency with adequate sinking funds, thus equitably distributing the payment of that development more especially benefiting posterity. Our northern neighbour, Shanghai, has recently been successful in floating a 5 per cent. sterling short time loan of \$750,000, this money to be allocated to pay for stores received from Home. I believe this Government would find no difficulty in raising a similar loan or loans at any time of need and that this expediency should be carefully considered before increasing taxation to any large extent. While it is sound policy to speed on development, it is also important to remember that the prosperity of the Colony rests on its lightness of taxation in order that the port may remain a cheap distributing centre of trade, if possible, a little cheaper than any rival present or future.

I notice on page 8 of the Draft Estimates that the scale of fees for the use of buoys is to be revised and I would respectfully point out that when these buoys were appropriated by the Government from the Shipping Companies—in many cases at one-third of their true value—they were handed over on the condition that the tariff should not be used as a Government revenue-making concern, but that the fees should be regarded as a gift to give a fair return on the outlay. We therefore, view with grave concern the Government's proposal to increase the tariff from \$75,000 to \$95,000, as the former figure is already well known to give a handsome profit on the outlay. We shall be glad to know if the representative Shipping Companies concerned have, through the Chamber of Commerce, been consulted in this matter. We further wish to point out that any increase in the charges of the port such as this, emigration fees, etc., is a similar charge at rival ports, bearing intimately upon the trade and continued prosperity of the Colony.

We trust that the proposal for the military to give up the ground around Murray Barracks for building purposes will mature without delay so that these much-needed development schemes may be put in hand and expedited as much as possible. I personally am in favour of spending a large sum of money in continuing the Peak Tramway to the Queen's Road level as such an alteration will only serve to render more expensive still one of the already more expensive tram services, I suppose, in the world. The lower tram station has done very well where it is for some 30 years, and this valuable ground can be put to better public use and the money spent to better public advantage than in continuing the tram to the lower level. The road will, no doubt, be widened as it is already the most extensively used road by motor vehicles in the Colony. Broad pathways will no doubt be made for chair traffic and pedestrians.

The necessity for more recreation grounds for a growing young community as this Colony mostly consists of, is being felt more every year and I submit, Sir, that the solution of this increasingly important matter is that a large space or spaces be levelled and situated in the more easily accessible districts on this side of the hills and that such spaces be served by cheap ferry and tram services. I think I am voicing the sentiments of the general public (British, Chinese, and all denominations alike) when I say that while the Government may be blamed for too little attention in this direction, the importance of the matter so far as it affects the public welfare cannot be over-estimated.

I endorse the Hon. Mr. Pollock's welcome to Sir Maurice Fitzmaurice amongst us and look forward to his report and recommendations for the improvement of our Harbour—our chief asset for the con-

ditioned prosperity of our port. At the same time we congratulate ourselves on having the benefit of his vast experience, well-known knowledge and sound judgment in this most important matter.

The introduction of Diaphanous and Wireless Position Finders will be much appreciated by the Shipping community using the port. It is right the Colony should lead the way in this and other developments and it is hoped the Chinese Authorities will in due course institute these improvements along the China Coast, well known as one of the most crowded shipping thoroughfares of the world and at certain times the most frequent seasons of the year one of the most prevalent to dense fog and adverse current dangers.

I again reiterate what my colleagues have pointed out before in this Council with regard to the linking up of the Canton railway with the Kowloon line. It seems strange indeed that the vast potentialities of railway development in south and central China, not apparently seen to be realised by the Chinese Authorities. The recent political troubles around Canton seem to have postponed indefinitely any solution of this all-important business for the welfare of the country. We trust that the Kwangtung and Kwangsi factions will adjust their differences speedily and settle down to carry out their duties and great responsibilities.

I should like to see a Government Propaganda Department started. It has been remarked upon to me on more than one occasion by new influential arrivals from Home that the average man in the British Isles has no conception of what this outpost of our Empire consists of at the present time, converted as it has been in the course of some sixty years by British enterprise from a fever-stricken and swampy barren island to a busy thriving commercial community. Thousands of millions of money have been spent and millions more are being spent on the development of the Colony and it should be the privilege and duty of all to make these things known to the people at Home and around the Empire where they may not now be appreciated and when they can help on the good work in any way by doing so.

I cordially agree with what the hon. member for the Chamber of Commerce has said about our Director of Public Works, the Hon. Mr. W. Chatham, C.M.G., who has every right to feel proud of having successfully carried out during a long and honourable career a fair proportion of this great work. I am, Sir, Mr. Chatham's old friend, and I wish him a pleasant holiday in England as it is well-earned and deserved. In these remarks we include the Hon. Mr. Halliday, the General Secretary for Chinese Affairs.

THE COLONIAL SECRETARY'S REPLY.

The Colonial Secretary—Sir, I must open my remarks with an apology in respect to the first point raised by the hon. member, representing the "Justices," who drew attention to the matter of the under-employment of the subordinate officers' salaries and were unable to find time to compile the index. With regard to page 17 I am not quite sure that I understand the reference made by the hon. member to the absence of the names of the Heads of Departments. They are included in the list on page 15 and it will be seen that the Secretary for Chinese Affairs is one of four officers at the top.

The Hon. Mr. Pollock—My point, Sir, is that they should appear under the department headings.

The Colonial Secretary—The hon. member referred to the question of the rice transactions and suggested that the report ought to have been laid on the table long ago regarding the final winding up. In the first instance the auditing and checking, etc., has not been long completed and we have also been waiting for discussions in connection with the matter on the Supplementary Appropriation Bill which is to be considered this afternoon in the Finance Committee. I think his strictures as to expensive expenditure and lack of expert advice and assistance are somewhat undeserved. With regard to the expense we bought about \$3 lakhs of rice and on that the total loss was approximately \$7 lakhs, and I venture to say that the figures of most individual merchants in this Colony will make no better showing in respect of the same transaction for the same period. It must be remembered we were forced by circumstances to buy on a rising market in order to steady the price and we were quite unable to sell until there came a falling market and the prospect of obtaining future supplies. With regard to this point in connection with the inadequacy of the Public Works staff, His Excellency referred to that at the last meeting, and pointed out that we were employing some local firms, and if this experiment proves satisfactory and if it is necessary, the number will be increased. With regard to the same it is the intention of the Government to give full notice to all parties interested of any proposed extension of this experiment. The hon. member mentioned next the strengthening of the roads in connection with the proposed motor bus services at Kowloon. This is arranged for under Public Works Extraordinary Page 85 of the Estimates, where a sum of \$100,000 is set aside for this purpose. There is also an additional sum for the New Territory Roads and for the improved service as far as Lai-chikok, which will be the terminus of one branch of the service. He also expressed the hope that the Kowloon-Canton Railway will be linked up with the Hankow railway. Negotiations are in an advanced stage and there is hope that as soon as things settle down in Canton a speedy solution will be found. He then referred to the question of European Police and said the force was not sufficient for the protection of the population from the criminal classes of the Colony. I may say that the Police cost money, and the European Police cost a very large sum indeed. It will be seen that the increase this year is from something like nine lakhs to thirteen lakhs an increase of \$400,000. The hon. member has produced no facts or figures to show we are not well protected. I think it is a great tribute to the efficiency of the Police that we have had such a clear record as regards crime recently, in view of the disturbed state of affairs in the neighbourhood. I may say, too,

(Continued on page 5.)

## LADIES' EVENING WEAR.

You are cordially invited to visit the SHOW ROOMS of

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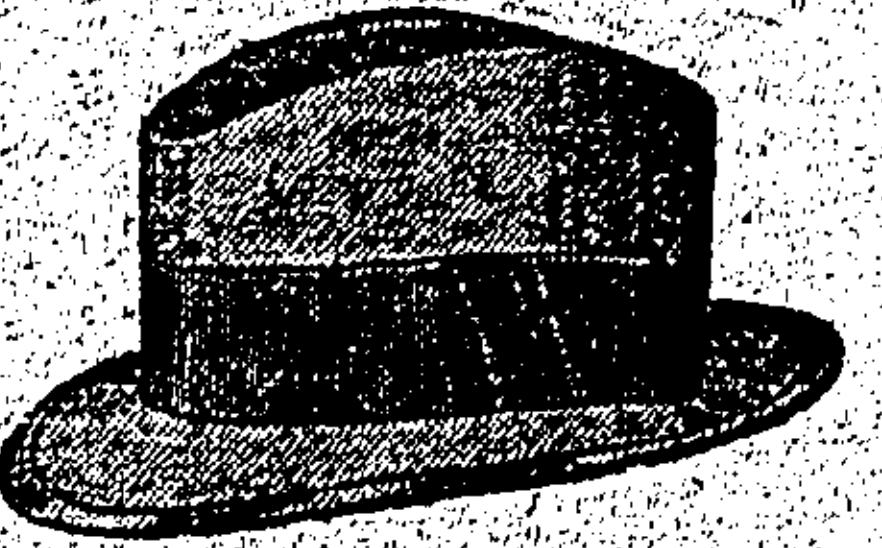
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SOFT FELTS, CAPS, STRAWS AND THE  
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## NEW ADVERTISEMENTS

**ROYAL HONGKONG GOLF CLUB**  
**NOTICE IS HEREBY GIVEN** that the ANNUAL GENERAL MEETING of the above Club will be held in the CHAMBERS or COCKPIT ROOM, CRIE HALL, HONGKONG, on MONDAY, November 22nd, 1920, at 5.15 P.M.  
 By Order of the Committee,  
 L. B. GREENHILL,  
 Hon. Secretary.  
 Hongkong, November 19th, 1920. [1808]

## PUBLIC AUCTION

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of NOVEMBER, 1920, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND between Black's Link and the New Road from Wanchai Gap, to Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Annual Rent	Yearly Price
1	Between Black's Link and the New Road, from Wanchai Gap to Bowen Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.	1.00	4840	10.00	1,000

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**  
**"DEVANHA"**  
 Arrived Hongkong, on Nov. 18th, 1920.  
 From LONDON, MALTA, PORT SAID, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon. Where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.  
 Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.  
 Goods not cleared within 3 days, including date of arrival, will be subject to rent.  
 No Fire Insurance will be effected by us in any case whatever.  
 Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.  
 No Claims will be admitted after the Goods have left the Godown.  
**MACKINNON, MACKENZIE & CO.**  
 Agents.  
 Hongkong, November 18th, 1920. [1808]

## NOTICE.

**WE** beg to announce that we have just unpacked the second shipment of DUNHILL pipes (Standard Brier and Shell Brier), more varieties in shape style and lower prices than previous shipments.  
**TABACERIA FILIPINA**  
 38-40, QUEEN'S ROAD,  
 (Opposite Lock Ring & Co.) [1804]

## BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK)

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**THE** organization of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars—  
**HONGKONG BRANCH,**  
**Queen's Building, 5, Chater Rd.** [1805]

## NOTICE.

**THE BANQUE INDUSTRIELLE DE CHINE** beg to inform the holders of the TEMPORARY BONDS of the Credit National 1919, which have been subscribed through us, that same must be EXCHANGED in our Paris Office for Definite Bonds before March 1921. [1762]

## ON SALE

**HONGKONG HANSARD REPORTS** of the MEETING of the LEGISLATIVE COUNCIL for the Session 1919-  
 Revised by the Members

PRICE

DODD PARS COMPANY

## INTIMATIONS

**HONGKONG ST. ANDREW'S SOCIETY**  
**ANNUAL BALL**  
**PRACTICE DANCE** in connection with the above will take place at the CRIE HALL, from 7 P.M. to 7.30 P.M. on TUESDAY, 23rd NOVEMBER.  
 Dancing shoes must be worn.  
 T. W. HILL,  
 Hon. Secretary. [1755]

## WANTED.

**SINGLE OFFICE ROOM** Prince's Buildings preferred.  
**C. C. JENKIN.**  
 C/o Mr. ELDON POTTER,  
 Prince's Buildings,  
 Ice House Street. [1756]

## TO LET.

**ONE LARGE ROOM** to let for 14, Des Vaux Road Central, Top Floor.  
 Apply to—  
 Care of "Daily Press" Office. [1758]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

**NOTICE IS HEREBY GIVEN** that PROVISIONAL CERTIFICATE No. 43/331 dated 1st July, 1907, for 15 shares Nos. 87538 to 87552 inclusive all registered in the name of Miss Encarnacion Loyaga has been LOST or STOLEN, and should this certificate not be produced to the Bank before the 1st day of December, 1920, a new Certificate for the shares will be issued and the aforesaid Provisional Certificate No. 43/331 will be thereafter treated by this Corporation as NULL and VOID.  
 By Order of the Court of Directors,  
 N. J. DUBOIS,  
 Chief Manager.  
 Hongkong, November 1st, 1920. [1708]

## NOTICE.

**MINISTRY OF COMMUNICATIONS.**

**THE** MINISTRY OF COMMUNICATIONS is now in need of CHINESE STUDENTS who have been trained either at the Universities or Higher Technical Schools in China or abroad, on the following subjects:—General Railway Administration, Accounting, Railway Laws and Regulations, Railway Statistics, Civil Engineering, Mechanical Engineering, Railway Engineering, Bridge design and construction, Surveying, Drafting, Masonry, Hydraulic Engineering, or Civil Engineering, Signal Engineering, Testing of Materials, etc. Applicants must send in their applications together with their diplomas, certificates, and published works, if any, not later than the 31st of December, 1920, to the following address:—  
 Mr. CHENG HUNG-NIEN,  
 Director of Railway Department,  
 Ministry of Communications, Peking.  
 Every application must contain the address of the applicant. Non-residents of Peking need not file their applications in person.  
 Suitable positions will be given to successful candidates.  
 Unsuccessful candidates will have their diplomas, and other documents returned to them according to the address in the application. [1751]

## AVIS OFFICIEL.

Relatif au recrutement d'agents techniques Chinois pour le chemin de fer.

**LA** question des chemins de fer devient plus en plus importante dans tous les pays. A l'étranger, cette question a acquis un développement considérable et jusqu'à présent, en Chine, elle ne permet pas de comparer notre pays aux autres puissances. C'est pourquoi notre intention est de modifier et d'améliorer nos méthodes actuelles, soit qu'il s'agisse des lignes déjà terminées, soit en ce qui concerne celles dont les travaux ne sont pas encore commencés. Nous avons donc besoin de nombreux agents techniques pour l'administration, l'exploitation, la comptabilité, finances, statistique, contentieux, et pour les études topographiques, plans, projets, traversées des rivières, ponts, et pour les ateliers de toutes sortes, construction du matériel roulant, appareils de vote, signaux, et pour les essais réception des matériaux ou machines, et encore pour d'autres services spéciaux.  
 Ayant vu que nous nous adressons à l'étranger et des candidats qui possèdent des connaissances techniques nous regrettons beaucoup de ne pas leur offrir des places et des agents techniques conformément à tout ce qu'ils ont de capacité et d'expérience.  
 En conséquence nous publions les conditions ci-dessous:

1. Les étudiants qui ont terminé leurs études à l'université ou dans une école supérieure technique à l'étranger ou en Chine sont autorisés à présenter au Chef du département des chemins de fer au Ministère des Communications leur certificat de sortie ou autre publication ou travail quelconque personnel sous lettre recommandée, cachetée avec leur adresse. Les étudiants doivent joindre à leur demande leur biographie, pas languie, étrangère, s'ils ne peuvent pas l'écrire en chinois.
2. La demande à présenter par les postulants sera reçue jusqu'au 31 Décembre 1920.
3. Les étudiants ou agents techniques qui ne sont pas à Peking devront attendre la réponse du Ministère qui leur fera connaître par une lettre le jour pour passer leur examen, ou leur renverra leur certificat s'il n'est pas jugé suffisant pour les appeler à un examen.
4. Éventuellement sans explications tous les étudiants ou agents techniques qui présenteront une différence d'écriture entre leur première demande et les dernières compositions, ou qui par un moyen quelconque chercheraient à se faire remplacer pour passer leur examen.
5. De même ne seront pas acceptés tous les étudiants ou agents techniques qui auraient fait des démarches non permises, ou auraient employé des procédés défendus ou qui, autrement, auraient fait d'une mauvaise conduite.

## PREPAID "WANTED" ADVERTISEMENTS.

**ADVERTISEMENTS** of the "Wanted" variety will be inserted under the above special heading at a charge of \$1.00 FOR THREE INSERTIONS. If they do not exceed 25 words in number and are PREPAID.  
 An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.  
 Advertisers requiring their advertisements under the head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for  
**BORNEO P. Q. ADAP. AW. BF.**

**VEREENIGDE NEDERLANDSCHE SCHIEPVAART-MAATSCHAPPIJ**  
 (UNITED NETHERLANDS NAVIGATION CO.)  
**HOLLAND-OOST AZIE LIJN**  
 (HOLLAND-EAST ASIA LINE)  
**NOTICE TO CONSIGNEES**  
 From HAMBURG, AMSTERDAM, ROTTERDAM AND GENOA.

## THE Steamship

**"ALOHIA"**  
 Having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.  
 Goods not cleared by the 21st Nov. will be subject to rent.  
 All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 20th Nov. at 10 A.M. by Messrs. GODDARD & DOUGLAS.  
 Claims against the Steamer must be presented in writing within ten days after arrival of the Steamer, otherwise they will not be recognized.  
 No Fire Insurance will be effected by the Bills of Lading will be countermanded by **JAVA-CHINA-JAPAN LIJN**, General Agents.  
 Hongkong, November 18th, 1920. [1794]

**SS. "CHILI"**  
**COMPAGNIE DES MESSEGERIES MARITIMES.**  
**NOTICE**  
**CONSIGNEES** of Cargo from MARSEILLE LES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence and/or from the wharves delivery may be obtained immediately after landing.  
 Optional Cargo will be forwarded only on intimation is received from the Consignees before Noon To-day requesting it to be landed here.  
 Bills of Lading will be countermanded by the Undermanned. Goods remaining unclaimed after Nov. 23rd, at Noon, will be subject to rent and landing charges.  
 All claims must be sent in to me on or before Nov. 25th, or they will not be recognized.  
 All damaged packages will be examined by Messrs. GODDARD & DOUGLAS, on MONDAY, Nov. 22nd, at 10 A.M.  
 No Fire Insurance has been effected.  
**R. BODENFUSCH,**  
 Acting Agent.  
 Hongkong, November 18th, 1920. [1797]

**NOTICE TO CONSIGNEES.**

**OCEAN STEAMSHIP COMPANY, LTD.**  
**AND**  
**CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.**

**CONSIGNEES** per Company's Steamer: **"PYRRHUS"**  
 are hereby notified that the Cargo will be discharged into Halls' Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on or after Nov. 17th.  
 Optional cargo will be landed unless notice has been given prior to steamer's arrival.  
 All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.  
 No claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining unclaimed after Nov. 22nd, will be subject to rent.  
 All Claims against the Steamer must be presented to the Undermanned on or before Dec. 6th, or they will not be recognized.  
 No Fire Insurance will be effected.  
**BUTTERFIELD & SWIRE,**  
 Agents.  
 Hongkong, November 16th, 1920. [1798]

**NOTICE TO CONSIGNEES.**

**PRINCE LINE FAR EAST SERVICE.**

**NOTICE TO CONSIGNEES.**

**FROM NEW YORK.**

**THE Steamship**

**GAELIC PRINCE**  
 having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.  
 All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, Nov. 22nd, at 10 A.M.  
 All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.  
 No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after Nov. 23rd, will be subject to rent.  
 Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countermanded.  
 No Fire Insurance has been effected.  
 Bills of Lading will be countermanded by **FURNESS WITBY & COMPANY, LTD.**  
 2nd Floor, 24 George Street, Hongkong.  
 Telephone No. 3148.  
 Hongkong, November 16th, 1920. [1799]

## INTIMATION

**A. S. WATSON & Co., Ltd.**

**WINE AND SPIRIT MERCHANTS.**

We beg to announce the arrival of New Shipments of

**Italian Vermouth**  
**Martini Rossi.**

**Graves Malescot Blanc,**  
**Grand Vin Nature.**

**Sauterne Barsac.**

**Grand Marnier.**

**Cordon Rouge.**

**A. S. WATSON & CO., LTD.**

TELEPHONE 516.

HONGKONG OFFICE: 10A, DES VAUX RD. E. C.

LONDON OFFICE: 151, FLEET STREET, E. C.

**The Daily Press.**

HONGKONG, NOVEMBER 19TH, 1920.

**THE BRITISH CHAMBERS OF COMMERCE.**

**SIR JOHN JORDAN** in his telegraphic message to the second annual Conference of the British Chambers of Commerce, which has just been held at Shanghai, very aptly expressed the obvious value of these gatherings when he referred to their fruitful discussions and wise resolutions as giving authoritative expression to the collective needs and aims of British trade in China. We remember that Sir JOHN JORDAN in one of the public speeches he delivered on the eve of his departure from China, in the Spring of the present year, said he did not think anything had ever created such an impression in China as the simple translation of the resolutions passed by the Associated British Chambers of Commerce at their first Conference last year in Shanghai. While he rejoiced that the first gathering had taken place in his time, he said his one regret was that it had not taken place long before. The Hon. Mr. HOLYOAKE, who had the honour of welcoming to the second conference Mr. R. H. CLIVE, H.M. Chargé d'Affaires in Peking, said he did not think the value of the personal contact of the Chambers with the Legation thus established, and of the increasing knowledge of each other, could possibly be over-estimated. There can be no doubt it is very great and the very fact of His Majesty's Representative in Peking making the journey to Shanghai to attend the Conference must greatly impress the Chinese officials with the importance of the Conference and lend added weight to the resolutions which are passed. Mr. CLIVE gave the Conference the assurance that the never-failing interest which Sir JOHN took in the development of our commercial position in China has become a tradition which will be respected and followed for all time by His Majesty's Legation.

Two cases of diphtheria were reported in the Colony on Wednesday.

The Acting Chief Justice, Mr. H. H. J. Gompertz, did not open the Criminal Sessions yesterday, being slightly indisposed.

His Excellency the Governor entertained the Officers of the 74th Punjab at dinner on Wednesday at Government House. There were present Captain and Mrs. E. H. Gray, Captain and Mrs. W. J. Campbell, and Captain H. E. Murray.

The roof of a two-storeyed building in Temple Street, Yaumatei, collapsed on Wednesday night. A rescue party was on the scene almost immediately and cleared the debris. The residents had a narrow escape, and were fortunate in getting off with a few bruises.

A Chinese tobacco dealer carrying on business at Yuenlong old market, in the New Territories, has reported that on Monday while he was on his way from Taipo to Yuenlong via the Lantau Gap, and when passing the Kunyam monastery, he was held up by a man who, producing a revolver, asked him for money. The man gave the robber \$7.60 in small coins. The robber then left him, threatening to shoot if he followed.

Actions always speak louder than words, and it has been very gratifying to observe that in several important instances the resolutions passed by the Conference last year have borne fruit. Mr. BURKILL, the Chairman of the Conference, had the satisfaction of being able to point to some half-a-dozen directions to action taken by the Chinese authorities on lines indicated in the resolutions passed at last year's Conference. No better testimony than this to the usefulness and value of the Conference could be desired. It is obvious that the resolutions passed by such a representative Conference must greatly strengthen the hands of the British Minister in Peking in making representations to the Chinese Authorities upon questions affecting the trade and commerce of the country. The Charge d'Affaires in his brief speech at the second Conference mentioned that the resolutions passed by the Conference receive the most careful consideration of His Majesty's Legation, and of His Majesty's Government, to whom they are forwarded, and that everything possible is done to give effect to such constructive proposals as the Conference lays before them.

We have already published the resolutions passed by the Second Conference. They deal to a greater extent than the resolutions of last year with affairs in the business sense of the term, and less with general matters of principle. The resolutions relating to Tariff Revision, Famine Relief and Surtaxes, and the Consortium are among those of the widest public interest. There seems to be a growing disposition among the Chinese to resent the formation of the new Consortium. The Conference resolution welcomes its formation and especially the proposal to invite Chinese co-operation in its workings which, it believes, will meet the criticism that the new Consortium only represents foreign financial interests. Further, the Conference expressed the belief that while China's financial re-establishment lies in her own hands and cannot be entirely effected from without, the new Consortium should be of the greatest service to the Chinese people and foreign trade. We believe that there is an enlightened body of Chinese opinion in agreement with this view, but it is very evident that opposition to the Consortium has been growing, largely because it is not apparently very clearly understood that Chinese financial co-operation is invited and sincerely desired. With regard to the question of Famine Relief and Surtaxes, some of the Powers represented in Peking have been reluctant to agree to the proposed surtax of 10 per cent. on the Chinese Import dues for famine relief—not because they do not sympathize with the widespread distress caused by the famine, but rather because of a natural hesitation to authorize increased taxation. But in view of the appalling nature of the calamity and the utter hopelessness of providing relief to anything like an adequate extent by public subscription, it cannot be doubted that the Powers will unanimously acquiesce in the proposed surtax, with such limitations as the Conference resolution imposes, viz. that it shall be definitely limited to a period of twelve months, and that the distribution of the funds so raised be made subject to adequate foreign supervision and publication of detailed accounts. No better illustration of the value of the Conference could be afforded than its ability to so promptly mobilize and express British opinion on such a subject as this.

Two cases of diphtheria were reported in the Colony on Wednesday.

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The following wireless message was received from the Straits Interport Cricket team:

Meikland, Hongkong.  
 Au revoir Hongkong. Hearty thanks from all—Halliwell.

**GYMKHANA ENTRIES.**

The following entries have been received for the Gymkhana on November 27th:—

**TEST PRODIGE**—T. W. Doyle, H. Seth, G. H. Gibson, Major Law, J. M. Dodington, P. A. Cox, Major Timmis, R. M. B. Heaver, John Johnstone, Brig-General Macnaghten, A. J. Samut, J. Bell Irving, C. Sergeant, J. Bartholomew.

**GYMKHANA STAKES**—Loun, Lighting, Spotted Sand, Alexander, Slam, Attraction, Burning Daylight.

**ONCE ROUND HANDICAP**—Sepand, J. J. Green, Cranby, Cannon, Burning Daylight, Pantile, Wee Mouse.

**WIGGINTON-BIRZE RACE**—Target, Winter, Light, Chimes, Turf King, Supper Dance, Gordie Mac, Carlisle, Red Coat, Rab, Murphy, Buck up, Bay Rum, P.S. Tonic, J. J. Grey.

**HALF MILE RACE**—St. Anthony, V. J. Cream, B. I. Bay, Why Not, J. J. Chestnut, Leighton, Red Coat, J. J. Grey, Greybird, Cowichan, B. I. Chestnut, Don Carlos, B. I. Grey, Now or Never.

**DISTANCE HANDICAP**—Wakford, Supper Dance, Nipper, Wee Mouse, Jorrock, Moonshine, Brown Paper, Gordie Mac, Tonic, Why Not, P.S. Cranby, Springs, Red Coat, After Dark, Buck up, Ringwood.

**1 1/2 MILE HANDICAP**—Sepand, Slam, Louza, Burning Daylight, Siamese Cat, Lighting, Fawnshop, Alexander, Salamander, Attraction.

**FOOTBALL.**

**I.R.C. v. KOWLOON.**

The following will represent the I.R.C. in a League match against Kowloon tomorrow (Saturday) on St. Joseph's ground, kick-off at 4 p.m.:—A. O. Madar, A. Bandram and A. Jackson, A. Hassan, B. A. Hyder (capt.), and D. Mohamed; M. Saik, W. A. Hyder, C. A. Hyder, O. Rumljahn and I. Hassan Reserve: E. Moosdeen.

**CLUB DE RECREIO v. R.G.A.**

The following will represent the Club de Recreio against the R.G.A. tomorrow (Saturday) at Soukour Valley, kick-off at 2.30 p.m.:—sharp—Eddie V. Sousa, D. Hyndman and T. Hyndman, P. Xavier, L. Xavier, H. Xavier and Assumpcao; V. Conceicao, H. P. Fra Tony Botelho and G. A. Osmund.

**BILLIARDS.**

The result of the match in the Pal Hotel Handicap last night was—

Ho Sai Man (ser.), 250.

Snook—(200), 187.

The highest breaks were 16-16-15; Snook, 38-28-23-22-22.

The match to-night will be between G. Rile, (—200) and Ho Sai Chai (ser.).

## FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL"]

## LOSS OF THE "HSIN TAH."

SHANGHAI, November 17th.  
 The *Hsin Tah*, the latest addition to the China Merchants' fleet and among their finest vessels, which grounded near Chetoo on the night of November 7th has foundered and sunk. The passengers and crew were transferred to the *Ulin* Frigate and landed on Sunday. Salvage is out of the question. The entire cargo was lost.

## SERIOUS FIRE IN SHANGHAI.

SHANGHAI, November 14th.  
 A serious fire broke out in a two-dwellling containing cotton. A gable and wall fell on the cotton which collapsed. Several firemen were buried in the debris but were later rescued. One foreign and two Chinese firemen were seriously injured and were moved to hospital. Six natives were slightly injured. It was a miracle that there were no deaths. Several foreigners had narrow escapes.

## EVADING ENEMY REGISTRATION.

SHANGHAI, November 17th.  
 Sinnecker, a German who was a notorious figure during the war, has been arrested and handed over to the Chinese Authorities for evading enemy registration.

## M. CLEMENCEAU LEAVES FOR RANGOON.

SINGAPORE, November 17th.

Owing to the shipping arrangements M. Clemenceau has been compelled to abandon his tour of the Federated Malay States. He leaves for Rangoon tomorrow. M. Clemenceau attended the laying of the foundation stone of the Singapore war memorial by the Governor.

## INTERPORT CRICKET.

## THE STRAITS TEAM'S FAREWELL.

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## CABLES.

LATEST CABLES.

(THROUGH RUSSIAN AGENCY.)

## GENERAL WRANGEL.

## OUTFLANKED BY TROTSKY.

LONDON, November 15th.

Contrary to expectation the Bolsheviks did not storm Perekop, but, by an unexpected ruse, the cavalry outflanked General Wrangel's army. The Bolsheviks, favoured by the hard frost, crossed the so-called "Putrid Sea" and attacked General Wrangel from the rear leading to his rapid and irremediable collapse. General Wrangel was personally commanding the remnants of his army against 170,000 Bolsheviks who were commanded by Trotsky himself. A French warship waits to take off General Wrangel, if he is driven to flight. General Wrangel attributes his rapid defeat to his mutinous army. This Bolshevik success, following the peace with Poland and other western border states, establishes the Soviet power throughout the remaining portion of the former Russian Empire.

## TROTSKY GIVES NO QUARTER.

LONDON, November 15th.

The latest telegrams from Constantinople state that the Bolsheviks are giving no quarter. General Wrangel's forces and the complete evacuation of the Crimea has been decided upon. The "Red" success is stated to be largely due to the use of poison gas. They admit, however, the loss of 30,000 killed.

It is understood that the whole staff of Lady Muriel Paget's relief mission in the Crimea, comprising women doctors, nurses and Sisters, has reached Constantinople safely.

## BLOCKADE OF RUSSIAN COAST.

LONDON, November 15th.

It is reported from Constantinople that a blockade of the Russian coast along the Black Sea has been declared and that British torpedo boats are patrolling with the object of preventing the Bolsheviks from communicating with the Turkish coast.

## BRITISH NAVAL ORDERS.

LONDON, November 15th.

The Admiralty states that the British naval forces in the Black Sea have been ordered to observe strict neutrality and are only carrying out the normal functions of police-work.

## BOLSHEVICK TROOPS TO ENTER CHINA.

A Moscow wireless message reports that M. Tchitcherine has sent a message to the Chinese Foreign Minister stating that in response to the request of Chinese troops, Soviet troops will enter China to assist the Chinese against the Semenov detachments, who have entered Chinese Manchuria, but will withdraw as soon as their task is accomplished.

## ADRIATIC TREATY.

## FOLLOWED UP BY DEFENSIVE CONVENTION.

LONDON, November 15th.

The Morning Post correspondent at Santa Margherita states that immediately after the signature of the Adriatic Treaty the Italian and Jugoslav Governments signed a defensive convention against the restoration of the Hapsburgs.

## KINEMA PANIC.

## 6 CHILDREN KILLED 10 INJURED.

New York, November 15th.

Six children were trampled to death and ten were injured in a panic caused by a shout of "Fire" at a cinema theatre. Two of the proprietors have been arrested on a charge of manslaughter.

## MESOPOTAMIA OPERATIONS.

## SUCCESS OF BRITISH BRIGADE.

LONDON, November 15th.

The War Office communiqué relating to Mesopotamia states that the 34th Brigade advancing from Samarra northwards, seized the bridge over the Euphrates at Ammadiyah. Two hundred insurgents counter-attacked, but were driven off. The British casualties were over 40. The insurgents lost more heavily.

## LEAGUE OF NATIONS.

## AUSTERE OPENING OF ASSEMBLY.

GENEVA, November 15th.

The first plenary meeting of the Assembly of the League of Nations was opened this morning with little ceremony. The austere interior of the Reformation Hall, where the league foregathered, was filled with a black-clothed assembly. The only patches of colour were the scarlet clothes of the ushers. There were a number of vacant places when the President of the Assembly, M. Hymans of Belgium, rang the bell. M. Motta, the President of the Swiss Republic, welcomed the delegates.

The election of a permanent President resulted in M. Hymans receiving 35 out of 41 votes.

## OUTLOOK IN IRELAND.

LONDON, November 15th.

In reply to questions in the House of Commons, Mr. Lloyd George emphasised that every possible step is being taken to protect the police in Ireland. The Government was simply enforcing the law in Ireland, and thought that it was doing it successfully. The police were suffering heavier casualties because they were no longer remaining in their barracks as they had to do before until the Government was ready to go to the country, but were going all over the country enforcing the law, and therefore running greater risks. There was overwhelming evidence that the power and authority of the law was being established throughout the country.

## EARLIER CABLES.

## THE ENTENTE CORDIALE.

## LORD NORTHCLEFFE'S VIEWS.

PARIS, November 15th.

A Havas message says—

The papers are devoting much attention to an "interview" with Lord Northcliffe which has appeared in *Le Journal des Debats*. Lord Northcliffe states that the French and British peoples often experience considerable difficulty in understanding one another's ways. The trend of their mind is different, yet Britain and France are indispensable to one another. Lord Northcliffe admitted that France is paying rather too much for British coal and deprecated the policy of placing her, in this respect, on the same footing as certain neutral countries whose attitude was rather ambiguous during the war.

Regarding reparations by Germany, Lord Northcliffe stated that great troubles may be expected to arise if France does not maintain stoutly her point of view. Germany can pay and shall pay. Besides, the British people has decided that Germany should pay. Lord Northcliffe expressed the hope that at the next conference, France will show unshakable firmness in standing by her British friends who cannot forget her five years of intense suffering. The best industrial and agricultural districts of France, he said, will take years in reconstructing. The fact remains that Germany stands quite untouched.

## GREEK ELECTIONS.

## M. VENIZELOS TO RESIGN.

PARIS, November 15th.

A Havas message says—

According to an Athens message the Greek elections are likely to disappoint the Venizelist hopes.

M. Venizelos is expected to resign office.

## LORD MILNER'S APPEAL.

## SATISFACTORY RESPONSE.

LONDON, November 15th.

In connection with Lord Milner's appeal the Peninsular and Oriental Steam Navigation Co. has given £5,000; the Government of the Straits Settlement, the Malay States, the East Asiatic Company, each £7,000; the Hongkong and Shanghai Bank and the Chartered Bank of India each £1,050; the London Rubber Trade Association, and Messrs. Harrisons and Crosfield, each £1,000; the Government of Hongkong and the Government of Fiji each £500.

## UNKNOWN WARRIOR OF FRANCE.

## TRIBUTE OF GREAT BRITAIN.

PARIS, November 15th.

A Havas message says—

On behalf of King George, the British Government and the Army Council, General Sackville West and General Dugane laid three beautiful wreaths on the tomb of the unidentified French soldier.

## FRENCH TRADE.

## DECREASE IN IMPORTS OF MANUFACTURED ARTICLES.

PARIS, November 15th.

A Havas message says—

The aggregate proceeds from State Excises and Monopolies exceeded in October £53,000,000 at par, being an increase of more than £20,000,000 at par over those in October 1919. The importation of manufactured articles is decreasing steadily, and, in proportion, the conditions in the French industry are improving.

## A ZIONIST EMISSARY.

## MR. ISRAEL COHEN.

For the first time in the history of the Jewish national movement the Central Executive of the Zionist Organisation has sent out a special emissary to the Jewish Communities of Australasia, India and the Far East. This step has been taken as one of the corollaries resulting from the acceptance by Great Britain of the Mandate for Palestine with a view to its being reconstituted as the National Home of the Jewish people. The mission with which the emissary is entrusted is to explain the significance of the Peace Conference decision to English-speaking communities overseas, to extend and strengthen the branches of the Zionist Organisation, and to raise funds for the furtherance of the Jewish settlement in Palestine.

Mr. Israel Cohen who has been charged with this distinguished and difficult mission, has been an ardent follower of the Zionist movement since the day when its founder, the late Dr. Theodor Herzl, first issued his call to the Jewish people, and for many years has been an active and prominent worker in the cause. He has had an interesting and notable career as journalist and lecturer, and is the author of the two important works, "Jewish Life in Modern Times" (1914), which has been acknowledged as a standard work on the subject, and "The Kullshen Prison Camp" (1917), the best and fullest account of the principal Jewish internment camp in Germany.

Under the terms of the Czechoslovakian Property Tax Act industrial companies will be allowed to pay the greater part of their contributions in shares, so that the State will now become a partner in many business undertakings.

## HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 3.)

that it is the opinion of Government that the Shipping Companies and Merchants here are rather too proud to substitute much self-reliance. We have had recent correspondence on the subject in regard to broaching of cargo and thefts along the water front. It has been pointed out that the European Police along the front could, no doubt, do much to remedy this state of affairs by better supervision and I think, no doubt, that they could make the way of the transgressor considerably harder. The Government in a letter yesterday, pointed out to the Chamber of Commerce that in their opinion the remedy lies in the hands of the persons concerned. There is considerable laxity in the matter of the supervision of the cargo and goods carried about the harbour. For example, goods lie all night in junks and lighters without any supervision and then the express surprise when on goods reaching America it is discovered that bricks have been substituted for tin. The coal is not weighed from the lighter to the godown and a shortage occurs. Some owners pay their launch coxswains a fixed sum for running expenses which is a direct inducement for the theft of coal. There was a recent case where a ship employed a number of coolies and quite by accident a large gang of cargo brokers were discovered at work broaching cargo in the middle of the day. I think that if shippers and employers of labour co-operated more in providing proper supervision the Police would be considerably lightened and the services rendered by it more effective. I think I am right in saying that in Singapore the European officers were something like 40; here it is 180; and I think in Ceylon the European force for the whole island is nothing like as large. It is only about twenty-three.

In regard to the prison at Laichikok, a large sum for which was recently voted by the Council, I think the staff is quite ample to cope with the present situation. The hon. member referred to the introduction of the chain gang. This is hardly the intention of the Government. The proposal is to use some prisoners to cover over the refuse dumps at Laichikok and adequate steps will be taken to see that the prisoners are properly guarded. He also drew attention to the question of a separate heading for the Police and Prison departments in the estimates. It is a mistake and the title of Superintendent of Gaols is quite right. The printers have been instructed to change the heading and make it a separate department. I may also say that it is the intention with regard to the new gaol at Nganzhwan that it should be the sole gaol, except for a few cells in the neighbourhood of the Police Court. The acreage is something over fifteen acres for the gaol and Police school, as compared with the acreage of 1.7 acres on the present site. It is proposed to employ prisoners in quarrying stone lying on the northern boundary as at present.

I will now refer to the question of education to the inadequacy of the European staff and of schools for teaching English as mentioned by the senior Chinese member and the member representing the Chamber of Commerce. I think in this case the effect of the war has remained. Men were taken out of training for five years and there is a great shortage at home where they can command almost any price they like. Our system of educating at home is hardly good enough I think. They simply put in the starting salary and make no reference to it being at a shilling dollar or below, or the fact of cheap house rent and free passage, and Mr. Tanner, the Headmaster of Queen's College, who has gone home on leave, has been asked to arrange on the spot that candidates may clearly understand what the position is.

The Hon. Mr. HOLYOAK said they could not advertise free quarters until the Government provided them.

The Colonial Secretary replied that the work was in progress and that a large sum of money had been provided for this work. On the question of vernacular education I think I may say that the Government is in sympathy with the views expressed. Owing to the efforts of Mr. Lau Chupak and the Confucian Society, they have benefited largely by public subscriptions. The Government vote is not a very large one—a vote of £10,000 this year for this work, especially. This question is very largely set up by lack of vernacular teachers. We are trying to remedy that by training men at the University. With regard to technical education, the Government has largely increased the grant, recognising that the higher classes are more expensive and require more efficient teaching. I am not sure of the exact figure, but I think the grant for the top class has been raised from £24 to £50, that of the intermediate class from £20 to £30, and of the lower class from £15 to £20. The hon. member for the Chinese said that the grant to the Holy Trinity College, Canton, not only is there a vote of £50,000 for this year, but a sum of \$30,000 had recently been paid. In order to encourage the College Society, it has been made, as far as possible, a condition of the grant that the College must raise an equal sum. They have already got their first £30,000 and they will be in a position shortly to get the remaining sum. I am glad the hon. member recognises the fact that we cannot carry the whole burden ourselves. The next point raised is in regard to the allocation of building grants. The promised allocation to St. Joseph's is \$40,000; to Holy Trinity, Canton, \$50,000; and to St. Mary's, Kowloon, \$50,000, (not definitely promised). For Fairlie and St. Stephen's Girls' School, to be located in West End Park, we have a total obligation of \$12,000 and speaking from memory I think that \$50,000 of that figure is in the estimate, and there is a balance. With regard to the Queen's Station Wharf, it is the intention of the Government to build a large wharf with ample accommodation for launches. It has been proposed that there should be a long pier. In addition to the fact that it will cost \$150,000, it is possible that it will block up the area now used by small launches and yachts in the vicinity. It is possible that this wharf could be made to serve for the pier of the future which will be in keeping with the dignity of the Queen's Station Wharf.

With regard to the matter of the Chamber of Commerce, the hon. member for Public Works Extraordinary at Laichikok it was fully understood that when

arrangements were made for the leasing of the land in this vicinity an additional sum of five cents a foot was put on for the sole purpose of providing for the reclaiming of the site. The Government has to provide a considerable expenditure because it has to train a stream which alone costs about \$100,000.

The hon. member referred to various points in connection with the housing question. The Government has become very much more strict in the matter of penalties recently. In the first place, after the first lapse, treble or quadruple rates are put on, and then a more substantial fine in addition, and finally there is re-entry. We have re-entered in one or two cases recently. The question of the allocation of \$300,000 with security has been answered in the question which the hon. member put at an earlier stage of this meeting. In the same connection it is stated that the Government will assist the community at Ho Mun Tin to build a garden city in Kowloon. In regard to the same subject the Government as speedily as possible in marking out land in the Ho Mun Tin district and hoped very shortly to come to some arrangements with the parties interested in the building of a certain number of houses there. It is also marking out land at Kowloon Tong and arrangements there are being advanced as speedily as possible. I think the grant of cheap land and easy communication will very largely solve the housing difficulty. It was found in the recent allotment of money that the large majority of the applicants were men of straw who had no possible security to give. Their only suggestion was that the Government should provide the houses at a very cheap price. Only one made a definite proposition and he has been given very cheap land at Fanling and half the cost of his house.

The hon. member has expressed surprise that no steps have been taken to proceed with the proposed tramway to Wanchai Gap. I am the more surprised because the unofficial members, who are members of the Public Works Committee of this Council, advised that it should be left out. I would mention that a very rough survey has been prepared and a very rough estimate of the cost is two lakhs, without taking into account motive power of any description, even supposing we took it from the Hongkong Electric Company. One of the reasons for this matter is that we are providing a new road at Wanchai Gap and another reason concerns the proposed enlargement of the Peak Tramway. One of the reasons for the Wanchai Gap Tramway was the inadequacy of the present tramway to the Peak. We are negotiating with the Peak Tramway Company to bring the tram down to Queen's Road and to enlarge the cars to carry double the number of people they now carry. I hope the arrangements made will result in a greater increase in the carrying capacity of the cars.

The Hon. Mr. POLLOCK—I should like to ask when the unofficial members said they did not want the tram to Wanchai Gap.

H.E. THE GOVERNOR—During your absence, I think Mr. POLLOCK.

The Colonial Secretary—The hon. member also referred to the military land in Nathan Road, Kowloon, and expressed the hope that there would be hearty co-operation between the military and Government in this matter. We can assure him on that point. The project generally is that the military should go over to the other side and that they should give up that area along Nathan Road, known as Whitfield Barracks; that the European troops should be accommodated at Gun Club Hill and King's Park, leaving the golf course intact and that native troops should be to the north and east of Kowloon city. It is hoped that we may be able to take over the military hospital and that a new hospital for military would be built on one of those hills directly west of the Commemorative Works. The smoke nuisance will have to be abated. With regard to the U.S.R.C., it is proposed that this should be on the site of the present parade ground at Whitfield.

The Praya East Reclamation is being pushed on as quickly as possible. The preliminary work is very heavy and two engineering works are being called for. With regard to the question of the Kai Tak Reclamation scheme, we are making arrangements by a ferry and motor-bus service. We have referred the proposed schedule and rates to the Kowloon Residents' Association and we are merely waiting till they have given us their views.

The hon. member suggested appointing a Committee to discuss and report on the feasibility of the Naval Wireless Station at Sconeaters being used for commercial purposes. I think the matter has been fully discussed and it will serve a useful purpose to discuss it over again. It has been pointed out that the station is not powerful enough and the system on which it is run is not fitted for commercial work in the ordinary sense. With regard to the general question I have here the report of the Imperial Wireless Committee, 1919-20, which considered the whole subject of wireless telegraphy throughout the British Empire. It is apparent to everybody that we cannot stand alone. We must have some link up in order to get our messages through to England.

The Colonial Secretary then read several extracts from the report to show the difficulties of the question, mentioning that stations are proposed to be erected in India, Singapore, and Hongkong.

The Hon. Mr. HOLYOAK—I have read the report very carefully myself. What I wish to emphasise is that we must have a station. We must get one at once. It is no use waiting till the wireless chain is introduced. This morning's paper reports messages between Bordeaux and Shanghai and New York and Manila. It is absurd to wait. We must have it even if we have to pay for it ourselves.

The Colonial Secretary—in reply to Mr. Lau Chupak on the question of the hawkers I am astonished that Mr. HOLYOAK has expressed his sympathy with the hon. member's remarks. I am surprised because Mr. HOLYOAK mentioned some time ago that the increase in hawkers was a nuisance to motor traffic. The question of hawkers is primarily not only one of traffic control, but of good order and cleanliness. It is admittedly difficult for the Government to state exactly the number required in the public interest before they progress into a public nuisance. They admittedly equate with their stalls all about the thoroughfares and litter the place with refuse and very considerably to the detriment of the Sanitary Department in its sweeping. They insist on selling their wares in a public area and generally obstruct traffic.

Anyone who has been through western Victoria or Yau-mai will agree. We have waged incessant warfare to get the streets reasonably clear and I submit it is unfair that we should be asked to issue licences indiscriminately and then to put on extra Police to chase them off from pillar to post. The Government gets \$28,000 for 7,000 licences against 9,000. It is not proposed to reduce the numbers by taking away licences; all hawkers who now have licences will have them renewed. If more than 7,000 are needed licences will be given to applicants in special cases, not all in the central district. It is not true that because a licence is refused to a person that he immediately becomes a criminal but it is true in many cases that a hawker takes out a licence and carries on a trade as a cover for criminal practices. You cannot in a town like this have both the medieval and modern systems. The native idea of the uses to which public thoroughfares may properly be put is not in accordance with the modern school of thought on the subject and I think it is reasonable in the interests of traffic control and the management of the city generally that these licences should be kept within a reasonable figure. The hon. member also mentioned that there might be abuse in connection with the issue of a limited number of licences. I do not think so. All present holders will be entitled to a renewal of their licences and new applications are carefully inquired into.

With regard to the proposed charge for excess water, the rider making were not given at the request of the Chinese. It must be borne in mind that they were given also to enable the Government to check the use of water and their primary object was that when the shortage of water came in the winter to cut off the water from the Chinese tenement houses, and keep down the supply to one hour. If they had it for anything over two hours the Chinese turned on the tap and wasted the water. Now we have a supply lasting throughout the year and the wastage is very great indeed. I think the hon. member would prefer the tax to having to take water from the street fountains. Various difficulties no doubt exist as to the incidence of the tax. There is no definite statement as to increased fees; it is simply proposed to add to the revenue from this source.

As regards the question of the buoys in the harbour, raised by the hon. Mr. Farr, the suggestion to increase the fees has not been gone into at any length. The cost of everything—even the cost of passages on the ships of the hon. member's own company—have gone up very much indeed and there is no reason why the Government should remain in the position it was years ago. With regard to emigration fees our fees are considerably below those of other ports and the figures show that we can put on these extra charges. The Council may rest assured that the Government will do nothing to prejudice this important interest of the Colony.

I may, in conclusion, express my deep appreciation of the complimentary words expressed by the two hon. members with regard to myself but which I think are rather deserved by the service as a whole to whose efficient co-operation the smooth running of the Government machine is entirely due. (Applause.)

The Hon. Mr. POLLOCK—One point to note is that the Colonial Secretary did not refer to the question of private practitioners being allowed to attend their own patients in the Kowloon hospital.

The Colonial Secretary—That is the intention of the Government.

Hon. Mr. POLLOCK—I am not convinced that the unofficial members refused the Wanchai Gap tramway.

The Colonial Secretary—It was discussed in Committee and it was agreed that the scheme should be omitted.

DIRECTOR OF PUBLIC WORKS.

The DIRECTOR OF PUBLIC WORKS: In regard to public works which have not been dealt with by the Hon. Colonial Secretary I would ask permission first to express my deep appreciation of the remarks relating to myself which have fallen from the hon. member opposite (Hon. Mr. HOLYOAK). It has always been my endeavour to maintain the high standard of excellence of the public works generally which had been established by some of at least of my predecessors in this Colony.

The hon. senior unofficial member referred to the necessity for the prompt dealing with plans for alterations to buildings and new buildings. Provision is made in the ordinance for a very limited period within which plans must be dealt with and if he could bring to my notice any case in which that period has been exceeded I will be glad to investigate it. According to the ordinance the parties who deposit such plans may proceed with the buildings if no intimation of disapproval is received within the period stated. With regard to the Praya East Reclamation scheme I can only say that some delay will necessarily result from the visit of Sir Maurice Fitzmaurice to investigate the question of harbour improvements generally and the establishment of wharves and railway communication on the other side of the water. It was necessary to have a great deal of information prepared for his benefit and the staff that would be otherwise engaged on the Praya East Reclamation work has had to be taken off for that purpose.

The hon. senior unofficial member referred to the motor road from Chamberlain Wood road to Magazine Gap. In that case also the question was referred to the Public Works Committee, consisting of all the unofficial members, and they were unanimous in recommending the construction of that road. I am aware of course, that my hon. friend Mr. POLLOCK was absent from the Colony when that occurred, but I think he should have it out with his *locum tenens* in the first instance before complaining of the insertion of this item.

Hon. Mr. POLLOCK—I entirely disagree with the hon. member. Why should not I have my own views on the subject and why should I not express them?

The DIRECTOR OF PUBLIC WORKS: I merely wished to mention that it was not a matter which had been inserted by the unofficial members and that the work had received their unanimous support.

I think the Colonial Secretary dealt very fully with the question of the rider main system. The reason for introducing this system was that a Bill had been passed by this Council providing for the withdrawal of the service to the houses generally unless meters were introduced, and to give a supply to the people from public fountains only. That was the reason why the rider main system was applied for and ultimately introduced.

The main object of the meters, of course, is to economise the water supply and prevent the necessity for further great extensions of the waterworks to maintain the supply. Such extensions, if necessary in the future, must be attended by far greater expense than hitherto. My hon. friend, in my left (Mr. Farr) referred to the desirability of encouraging the introduction of new contractors. If any contractor can show me that he has some experience of work and has carried out successfully eligible for tendering for Government works. The hon. member also mentioned in a casual way the desirability of utilising the level spaces to the south of the Kowloon hills for recreation purposes. I would be glad if he would show me where these level spaces are unless he refers to the swampy places lying to the left of the Taino road near Tai Kok Tsui. There are practically no level spaces that I am aware of at Kowloon that can be turned into recreation purposes without the expenditure of a considerable sum of money.

H.E. THE GOVERNOR—Honourable gentlemen—Before proceeding to refer to one or two points which have not been referred to either by the Director of Public Works or the Colonial Secretary, I should like to say how much I, as Head of the Government, appreciate the remarks of the member for the Chamber of Commerce with regard to our three colleagues here; but I would also like to say that we shall get much more work from Mr. Chatham in this Council before he retires; otherwise I myself would have to refer to his retirement.

With regard to the question of information on the subject of the efficiency bars and generally on the question of the general scheme of payment by seniority instead of by posts. The position is that in such a small service as this it is extremely difficult to fit the right man into the right post because the man who is expert as a police magistrate may be the senior man in his class and under the old system when a post such as that of Postmaster-General or Treasurer fell vacant you had to promote a man to the post whether he was the best adapted to the work or not while the post might fall to a junior officer who would prove an extremely good man in the post. That is not a very satisfactory position. Another objection to the late system of classification was that the work was very unevenly divided, in a small service like this, and also kept a man back from promotion for quite a long time because his seniors were in office and it was extremely hard for a man to be kept in class 9 for ten to twelve years on that account before he could get promotion. I came to the conclusion, and the Secretary of State agreed, that the fairest and better course would be to pay a man on the plan now adopted so as to be certain you can employ a man to the best advantage and put him into a post for which he is fit. That only involves the abandoning of the system of classification. There is a danger under this system, of course, that you must always be prepared to go to a man's account if he is not doing a man's work. There is no reason why you should allow a man to proceed from top to bottom of the scale doing only a minimum amount of work, and being sure of his increments. For this reason two halting places have been made—one at £260 and one at £300. I think that is the only satisfactory solution, and under this scheme really good men will get promotion. In connection with that subject the hon. member drew attention to the fact that, in the Estimates certain departments showed blanks on page 17. The reason for that is partly as a result of this change in classification. It was necessary to place the Cadet Service under a separate head. This system is followed by the Federated Malay States and Ceylon after considerable experience in trying to make things clear. It has the disadvantage of not enabling anybody to see at a glance the total cost of a department, but I guarantee nobody has been able to ascertain what the total cost of a department was. Hongkong under the other system. An officer put into a department as a substitute would draw part of his pay from one department for his previous position and part from the department in which he was temporarily placed, and this gave a very considerable amount of annoyance to the accounting officers, as the hon. Colonial Treasurer will tell you. I can see that at first sight it looks rather curious to find all departments given in the Estimates without any heads, but I am sure when you get used to the system you will agree with me that it is more satisfactory.

With regard to what the hon. member has said with regard to Magazine Gap Road, I confess to a certain amount of sympathy with the hon. member, and I may say this is one of the points on which I differ from some of my official colleagues. I think, however, some of the fears expressed by the hon. member are rather unnecessary. I do think the road is desirable. It will open up new sites and will relieve the intolerable congestion on the Peak Tramway, at least we hope so. The Peak Tramway will, we hope, be improved, and that is one reason why the Colonial Secretary has given way to the Wanchai Tramway has been dropped for the moment. It certainly will take some time before the improvement of the tramway is possible and I think it is highly desirable that the road should be provided to relieve the congestion. I think the danger to children is slightly exaggerated. The roads have many uses, but playgrounds for children is not one of them. There is no serious danger to children if they are properly looked after. The road will be 50ft. wide, and we are not depriving the children of any road they have habitually used because the road is practically on a new line.

(Continued on page 6.)







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[144]

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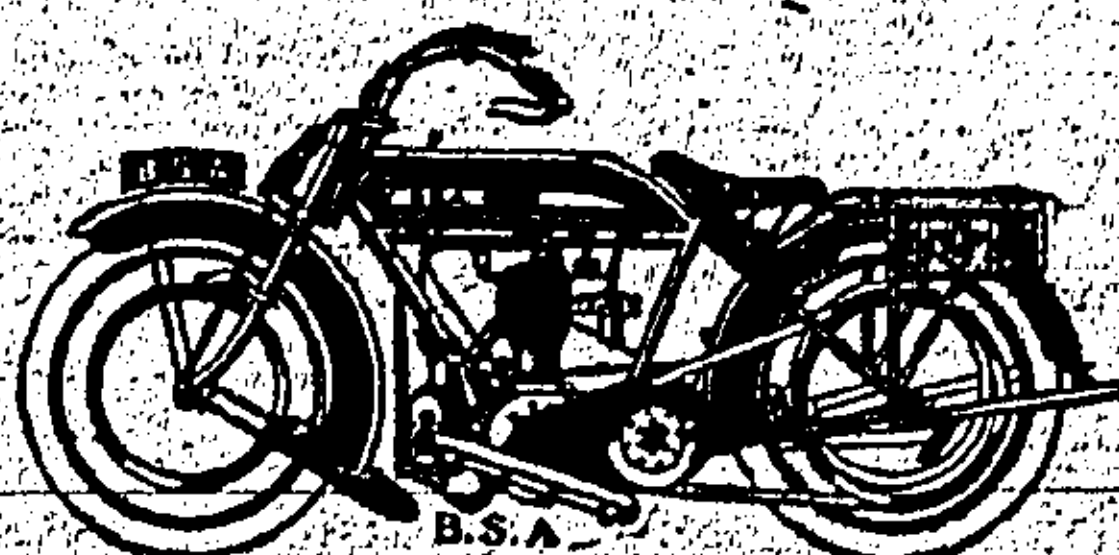
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## QUESTIONS AT YESTERDAY'S COUNCIL. THE FORM OF FINANCIAL RETURNS.

The Hon. Mr. H. E. POLLOCK, K.C., in accordance with notice given, asked a series of questions to which the Government replied.

Questions and the answers made to them by the COLONIAL SECRETARY are appended:

Q.—In view of the fact that the Government have been able in 1920 to issue Financial returns monthly, instead of at times with more than one month's receipts and payments grouped together, will they give the usual total receipts for January, February and March, 1919, also those of December, 1919, which have not been published, in order that some comparison can be obtained with the 1920 figures?

A.—The figures are:—January, 1919.—Revenue, \$1,808,959.60; expenditure, \$858,879.00.

February, 1919.—Revenue, \$1,252,536.70; expenditure, \$733,971.53.

March, 1919.—Revenue, \$1,908,147.23; expenditure \$1,268,103.29.

The figures for the three months were published together owing to the irregularity of the mails which brought the Crown Agents' accounts for the three months within a very short time of one another.

For December, 1919, the figures are:—Revenue, \$1,342,985.64; expenditure, \$4,851,816.55.

Q.—As the publication of the monthly cash accounts some three to four months later detracts considerably from its value, and in view of the fact that the Imperial Government is able to issue its Statement within a month after date, cannot some improvement be instituted (possibly by standardising the items and obtaining Crown Agents' London figures by telegraph for incorporation) whereby the publication can be made within the month following?

A.—It is unfortunately impossible to publish accurate accounts until the Crown Agents' monthly figures are received and for them to telegraph the exact figures of £ s. d. under each head would involve expense out of all proportion to the benefit secured. The prolonged delays which have occasionally occurred in the past have been due to the irregularity of the mail service. It is hoped that when a normal service is restored the delay in publication will be materially reduced.

Q.—Whereas the monthly financial return merely gives the receipts and payments in one item respectively, which is the minimum of information which can be produced, and as the Government doubtless keeps its accounts in the form of the "Financial Returns" for the year, cannot a Monthly Account be published to enable the officials and public to follow the returns intelligently on such lines as follows, e.g.:—

Items of receipts and payments under their separate standardised heads in columns reading:

- 1.—Estimated Receipts 1920.
- 2.—Receipts to date
- 3.—Receipts to same date previous year.
- 4.—Receipts for same month previous year.
- 5.—Receipts for current month, with similar information on the other side respecting payments closing with the balances brought forward and carried forward to complete the account?

A.—Something of the kind shall be done. The exact form of the return will need a little consideration.

#### LOANS FOR HOUSE BUILDING.

Q.—With regard to public money, authorized to be lent at a low rate of interest in order to further the building of additional housing accommodation, will the Government cause a statement to be published annually in the Blue Book, giving particulars of the amount advanced by the Government, interest charged, accommodation to be provided, approximate rentals and security given for the fulfilment of contract and also terms of repayment and the names of the borrowers?

A.—The Hon. Member's suggestion has been carefully considered, but the Government has come to the conclusion that it would be undesirable to publish such a statement. Of course, any Hon. Member who desires information on these points for his personal use will be supplied with it.

Q.—Having regard to the fact that owner occupiers are undoubtedly a great asset in any community, will the Government set aside a sum of 200,000 dollars out of revenue for the purpose of making advances at a low rate of interest to persons who are desirous of building inexpensive houses for their own occupation?

A.—It was found, in connection with the loans which were recently made, that the chief obstacle to the building of small detached houses was the lack of suitable sites convenient of access. The only acquirer who was willing to go far afield has been granted a loan for the purpose of building a residence at Fanling, but for the most part applicants expected that land would be found for them at a nominal rate in the most central districts. The Government has under consideration various schemes of development, which include the provision of inexpensive land and houses on the outskirts of Kowloon. In the meantime it is considered inadvisable to increase the already large sum locked up in advances for house building.

#### THE BATHING BEACHES.

Q.—Having regard to the popularity of the Bathing Beaches at North Point and Kennedy Town and to the fact that these areas are in danger of being required for various purposes in the near future, will the Government, before selling these public and accessible bathing grounds, arrange for the cheap transportation of intending bathers to the North Shore of Hong Kong Island or some other convenient place for bathing?

A.—While the Government will regard the loss of these bathing facilities with regret, it is not possible to allow them to stand in the way of commercial development, so that it must be anticipated that the bathing places to which the Hon. Member refers will cease to be available at a very distant date. It is considered that the provision of transport to other bathing places is one which can be dealt with adequately by private enterprise and should therefore be left to it.

#### RAILWAY ACCOUNTS.

Q.—If the Kowloon-Canton Railway (British Section) is in time to be linked up with the trunk lines of China and when such takes place, questions of rates and allowances are likely to be complicated ones based on both cost of construction, maintenance and running costs, and whereas all the railways in China are and have been for some time worked under a very efficient and standardised form of accounts, will the Government take immediate steps to place the Colony's Railway accounts on a similar basis so that our officials may be in a position to discuss questions of rates on a common basis?

A.—The system of accounting employed does not, so far as this Government is aware, differ materially from the system employed in China. But the Government will be glad to consider any suggestions for the alteration of its system which the Hon. Member may care to put forward.

#### THE COLONY'S INTEREST ON INVESTMENTS.

Q.—Is the Colony's interest on investments in British War Loan and Colonial Government Stocks received free of Income Tax? If not, why not?

A.—The answer to the first part of the question is in the affirmative.

#### FINANCIAL MINUTES.

At the conclusion of the Council Meeting, a meeting of the Finance Committee was held, the COLONIAL SECRETARY presiding.

Q.—The Governor recommended the Council to vote a sum of \$7,640 in aid of the vote, Education Department, Other Charges, Capitalisation Grants.

Q.—The Governor recommended the Council to vote a sum of \$35,000 in aid of the vote, Public Works, Recurrent, Hongkong, Miscellaneous, (17) Typhoon and Rainstorm Damages.

Q.—The Governor recommended the Council to vote a sum of \$30,000 in aid of the vote, Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (4) Shaikwan, Widening existing road between North Point and Quarry Point.

Q.—The Governor recommended the Council to vote a sum of \$1,500 in aid of the vote, Public Works, Recurrent, Hongkong, Miscellaneous, (16) Dredging Foreshores.

Q.—The Governor recommended the Council to vote a sum of \$5,000 in aid of the vote, Public Works, Extraordinary, Hongkong, Communications, (16) Roads, (c) Lugard Road Extensions.

Q.—The Governor recommended the Council to vote a sum of \$107,344 in aid of the following votes:

Miscellaneous Services:—	
Language Study Allowances	\$1,670.00
Government Buildings:—	
Electric fans and light	9,940.00
Lifts, maintenance	760.00
Printing and binding:—	
Civil Service list	54.00
Miscellaneous papers	30,000.00
Ordinances, regulations and reports	4,500.00
Stationery	11,000.00
Transport of Government servants	54,000.00
Charitable services, Charitable allowances	2,400.00
Total	\$107,344.00

The above votes were agreed to.

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**CHAS. E. RICHARDSON**  
General Agent for South China.

**P. & O. - BRITISH INDIA****APCAR AND EASTERN &****AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND).

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"NELLORE"	6,853	28th Nov.	Marseilles, London & Antwerp
"SOMALI"	8,712	10th Dec.	do
"DUNERA"	5,400	18th Dec.	Singapore Colombo & Bombay.
"DEVANHA"	5,100	17th Dec.	Marseilles, London & Antwerp
"SICILIA"	6,702	31st Dec.	do
"PLASSY"	7,243	21st Jan. 1921	do

**BRITISH INDIA - APCAR SAILINGS (South)**

"TAKADA" | 7,000 | 28th Nov. Noon | Calcutta via Spore, Pang &amp; R.

**EASTERN & AUSTRALIAN SAILINGS (South)**

"KANOWNA"	7,600	1st Dec.	Sandakan, Thursday Island,
"ST. ALBANS"	4,500	22nd Dec.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

**SAILINGS TO SHANGHAI & JAPAN**

"DEVANHA"	8,000	18th Nov.	Shanghai & Japan.
"DUNERA"	5,400	30th Nov.	Shanghai & Japan.
"ST. ALBANS"	4,500	4th Dec.	Shanghai & Japan.
"SICILIA"	6,700	5th Dec.	Shanghai & Japan.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS**

Telegrams Interchangeable.  
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Ticket Singapore to Calcutta.  
All Cables are fitted with Morscode Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Passes Measuring not more than 24 in. x 24 in. x 1 in. will be received at the Company's Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES**

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignee, and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For further information, Passage Fares, Freight, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
Agents.

21, Des Voeux Road Central, HONGKONG.

**O. S. K. OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct

service via Singapore and Port Said.

"HAYAMA MARU" ... Sunday, 5th Dec.

Call Marseilles

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN &amp; CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Tuesday, 9th Dec.

Taking Passengers

Bombay &amp; Colombo—Regular fortnightly service via Singapore.

"SIAM MARU" ... Sunday, 21st Nov.

Taking Passengers

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"UNNAN MARU" ... Wednesday, 1st Dec.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate

ports in Japan and taking cargo to OVERLAND ROUTE U.S. in connection with

Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Wednesday, 25th Nov.

"ALABAMA MARU" ... Saturday, 11th Dec.

Call Manila

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and

Cuban Ports.

"AMUR MARU" ... 27th Jan. 1921.

NEW ORLEANS LINE.

"SUMATRA MARU" ... Beginning of Dec.

JAPAN PORTS—Mojji, Kobe, Yokohama &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K.

wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 21st Nov.

TAKAO via SWATOW &amp; AMOI.

"BOSU MARU" ... Saturday, 10th Nov.

For sailing dates and further particulars please apply to—  
Y. YABUDA, Manager, No. 1, Queen's Building. [31]**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lr. Hongkong for Australia

"CHANGSHA" 7th Dec. 13th Dec.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand &amp; Tasmanian Ports. For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents. [42]

**T. K. K. TOYO KISEN KAISHA****HONGKONG TO SAN FRANCISCO**

VIA SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
SHINTO MARU	22,000	Nov. 23rd.
YERUSA MARU	2,000	Dec. 2nd.
KORLA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.
TENYO MARU	22,000	Jan. 13th.

**SOUTH AMERICAN LINE****HONGKONG TO VALPARAISO**

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN CRUE, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
TOKUYO MARU (Cargo only)	—	Dec. 9th.
KIYO MARU	17,300	Jan. 10th, 1921.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

[33]

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KORE & YOKOHAMA	"AMAZONE" ... 0.00	On or about 29th Nov
	"ANDRE LEBON" ... 22.00	On or about 13th Dec

MARSEILLES via SAIGON, COLOMBO, DIBOUTI, SUZ, PORT SAID ...  
"CORDILLERE" ... On or about 27th Nov

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER.

Acting Agent,  
Queen's Building.

Telephone 740.

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Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER

(Callings at Shanghai and Kobe)

"CITY OF SPOKANE" ... About Nov. 25th.

For PORTLAND direct.

(Callings at Kobe and Yokohama)

"COAXET" ... About Nov. 29th.

Through Bills of Lading issued to Overland Canadian ports.

For Freight and Passengers apply to

**THE ADMIRAL LINE.**

Telephone 2477 &amp; 2478.

Fifth Floor, HOTEL MANHATTAN.

**PACIFIC MAIL S.S. CO.****U.S. MAIL LINE**

Operating the new first-class steamers:

"ECUADOR," "VENEZUELA" &amp; "COLOMBIA."

**HONGKONG TO SAN FRANCISCO,**

VIA SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU.

**THE SUNSHINE BELT.**

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

**U.S. SHIPPING BOARD VESSEL**

For SAN FRANCISCO.

**SHANGHAI-HONGKONG-CALCUTTA SERVICE.**

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Santos and South American ports.

For further information apply to—

**PACIFIC MAIL S.S. CO.**

Hotel Manicou.

Cable Address "BOLANO"

Telephone 141.



